RAILWAY AGE
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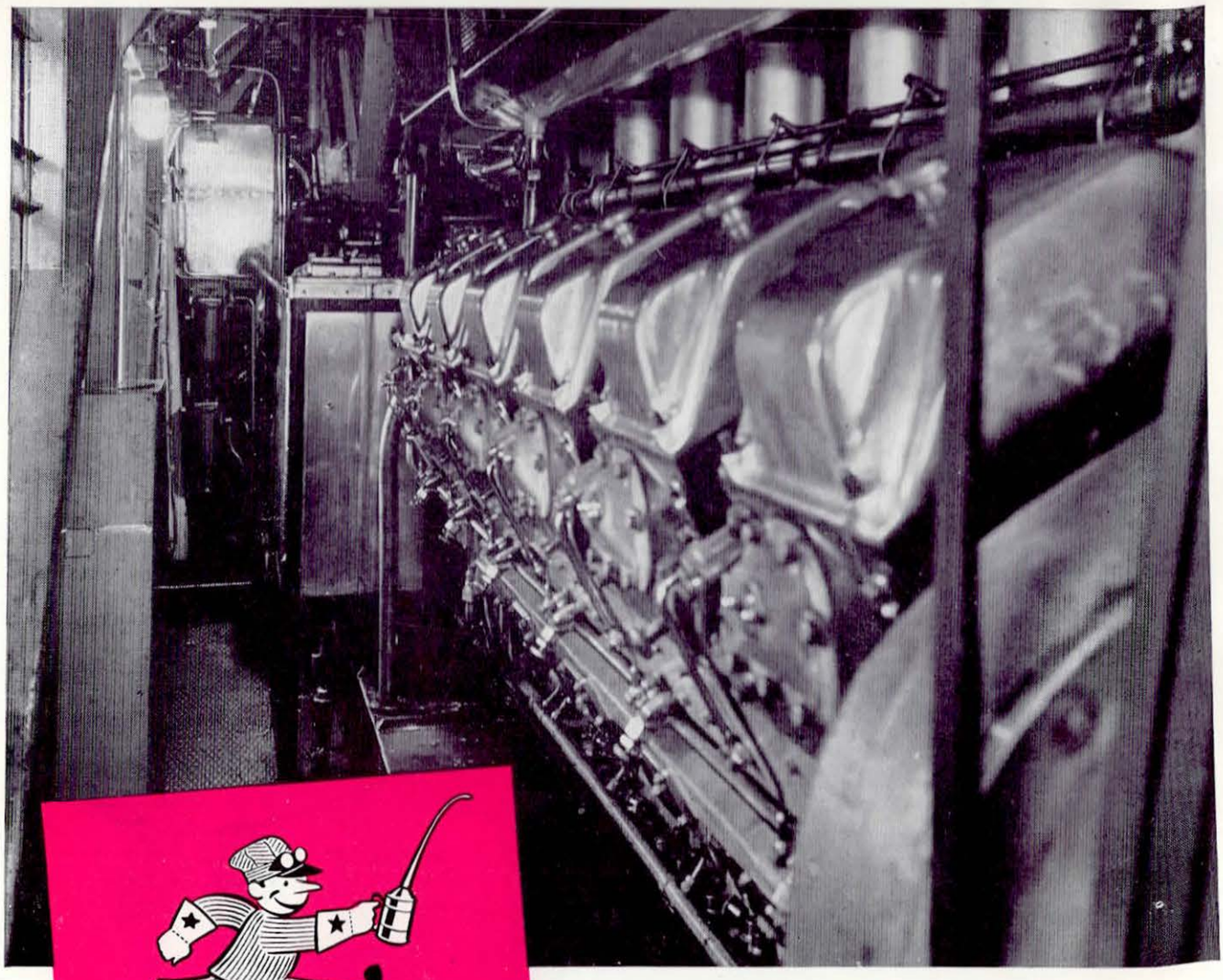

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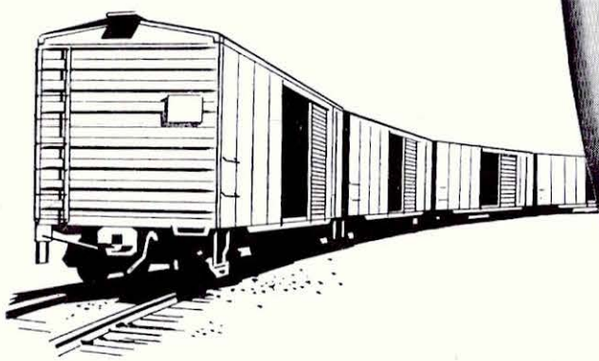

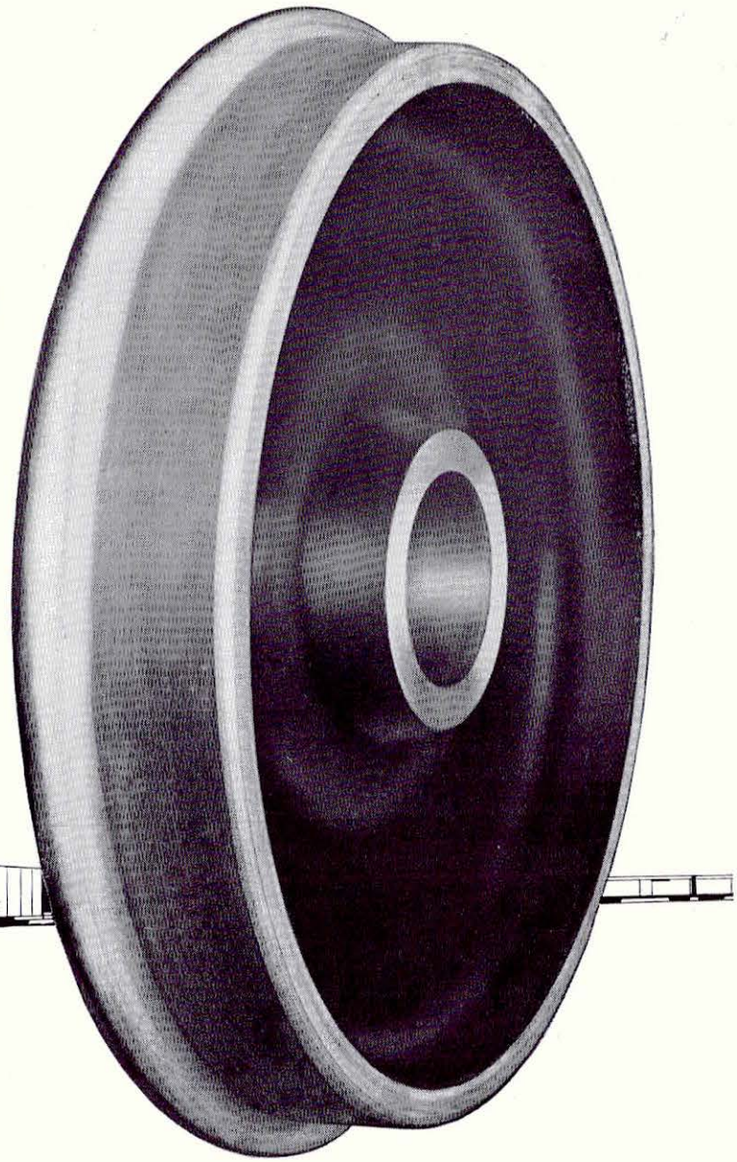

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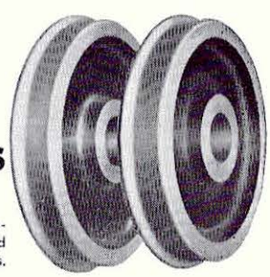

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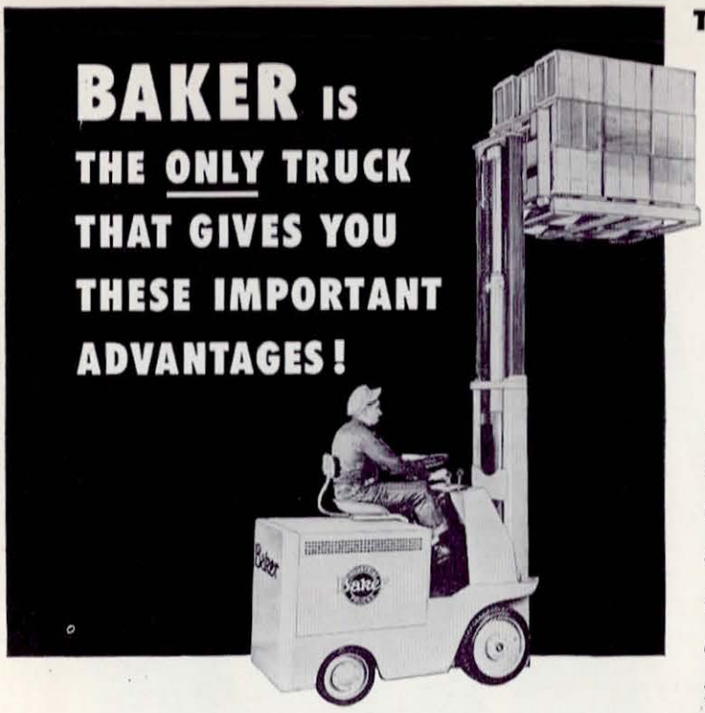

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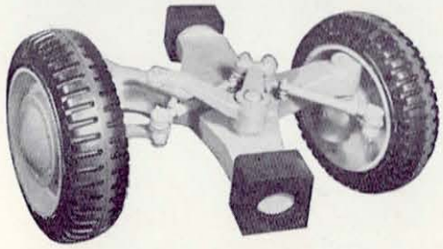

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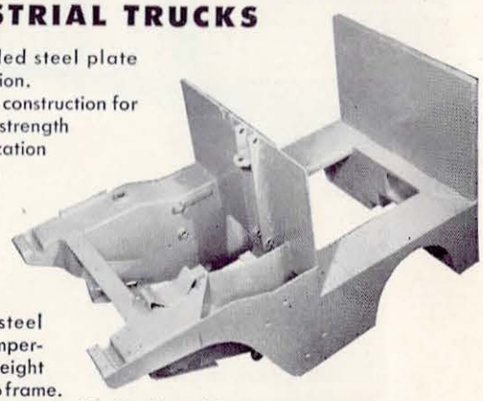

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Vol. 132, No. 14 April 7, 1952

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Railway Signaling & Communications Car Builders' Cyclopedia Locomotive Cyclopedia
Railway Engineering & Maintenance Cyclopedia American Builder
Marine Engineering & Shipping Review Marine Catalog & Buyers' Directory
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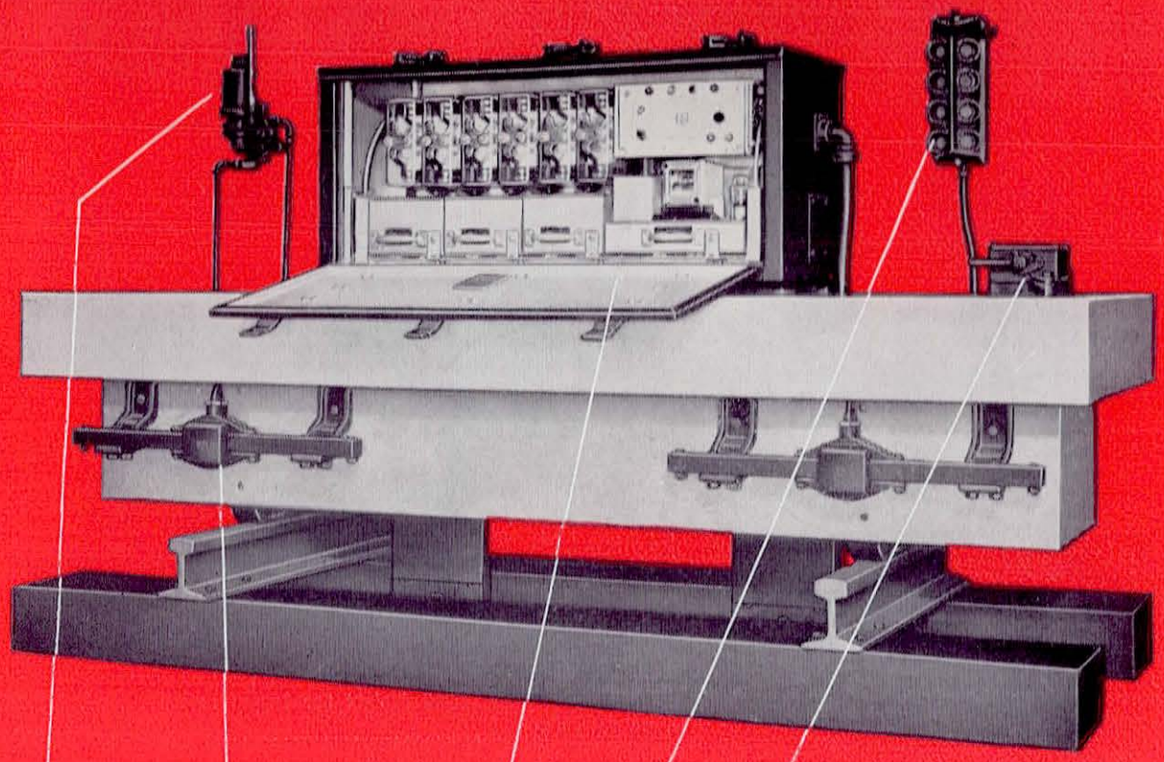

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ENGINE-CARRIED EQUIPMENT

RECEIVER

Picks up, by induction, electric impulses from the current in the rails . . . transmits them to the control equipment box.

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Consists of a filter, amplifier, decoding units, relays, etc., to filter, amplify and decode the impulses from the receiver for control of the cab signal and whistle.

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NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO

WEEK AT A GLANCE

CURRENT RAILWAY STATISTICS

Operating revenues, one month	
1952	$867,034,111
1951	848,728,726
Operating expenses, one month	
1952	$685,369,358
1951	644,416,929
Taxes, one month	
1952	$100,806,300
1951	109,020,627
Net railway operating income, one month	
1952	$66,066,877
1951	78,914,504
Net income, estimated, one month	
1952	$42,000,000
1951	57,000,000
Average price railroad stocks	
April 1, 1952	60.40
April 3, 1951	53.83
Car loadings, revenue freight	
12 weeks, 1952	8,612,644
12 weeks, 1951	8,738,523
Average daily freight car surplus	
Week ended March 29, 1952	11,839
Week ended March 31, 1951	4,722
Average daily freight car shortage	
Week ended March 29, 1952	2,507
Week ended March 31, 1951	24,484
Freight cars delivered	
February 1952	7,358
February 1951	5,842
Freight cars on order	
March 1, 1952	118,900
March 1, 1951	154,861
Freight cars held for repairs	
March 1, 1952	91,906
March 1, 1951	87,671
Net ton-miles per serviceable car per day	
January 1952 (preliminary)	977
January 1951	1,017
Average number railroad employees	
Mid-February 1952	1,218,281
Mid-February 1951	1,253,068

In This Issue . . .

APRIL'S HERE AGAIN — and with it another "Perfect Shipping Month" campaign. This year's campaign got off to an especially significant start, with A.A.R. appointment of C. A. Naffziger to head up a new Freight Loss & Damage Section (pages 98 and 112). But "perfect shipping," so far as the railroads are concerned, isn't an isolated, one-month proposition; it's a constant, continuing drive — as witness the roundup of reports from 44 railroads on their claim prevention activities (page 99). Other articles on the same general subject are the page 108 account of how test laboratories help to cut the Canadian National's claim bill; a more extensive survey of the Coast Line's damage prevention activities (page 106); and a brief article (page 110) on how good crating cuts claims for Brown & Sharpe.

FREIGHT TRAFFIC is the subject of two other feature articles. How the New Haven operates its "trailers-on-flats" service is told on page 117, while on page 115 is a description of the sea-going "railroad" maintained by the West India Fruit & Steamship Co. between Palm Beach, Fla., and Havana, Cuba.

A NEW — and very useful — "gimmick" in railroad construction is the changeable yard model being used by the E.J. & E. to assist its officers and employees in visualizing progress of modernization work on Kirk yard (page 122). Equally new, though hardly in the "gimmick" class, are the three new types of locomotives — ignitron rectifier straight electric, oil-fired gas turbine electric, and coal-powered steam turbine electric — briefly described on page 125.

In Washington . . .

CONTINUED HEARINGS on the many transportation bills pending before the Senate topped the railroad news from Washington during the period covered by this issue. Among the principal witnesses were spokesmen for the U. S. Chamber of Commerce and the N. I. T. League —whose views are the subject of editorial comment on page 97.

RAILROAD INCOME would be "impounded"—but the carriers would be entitled to "just compensation"—in the event of future government "seizure" as a result of labor disputes, under the terms of two bills introduced in Congress last week. The terms of the bills, which are identical, are summarized in a news report.

WEEK AT A GLANCE

OTHER DEVELOPMENTS noted in the news pages include a suggestion by D. T. A. Administrator Knudson that, with the motor carrier industry "out of the incubator stage," it may be time to "re-appraise" restrictions on railroad-controlled commercial trucking; C. E. Wilson's final report as defense mobilizer; a Norfolk Southern request for clarification of the charges which the I.C.C. has made concerning its "practices"; and a shippers board prediction that second quarter car loadings will be a half per cent below those for the same period of 1951.

PRESSAGENTRY THRIVES AS I.C.C. STARVES, according to Senator Johnson, chairman of the Senate Commitee on Interstate and Foreign Commerce. "Congress," the senator said recently, "gives more money to the Pentagon for public relations purposes—not for anything else except public relations purposes—than it does to the I.C.C for its total operation, and of course that doesn't make sense at all any place along the line."

. . . And Elsewhere

EXPRESS IS OFTEN CHEAPER than parcel post, under the new rates and weight limitations now in effect on the latter, according to studies recently released by the Railway Express Agency. Even though postal charges themselves are still lower, the extra cost of insurance (included in the express rate), the cost of delivering packages to post offices (instead of using express pick-up service), and the added expense of packing several small shipments instead of one large one, gave the R.E.A. an overall edge on shipments studied.

"TRANSPORTATION, AS THE 'HUB' of the nation's economy," says the Transportation Association of America, "leads the list of enterprise that is critically endangered by the wastes and excesses of the federal government." The association, accordingly, has announced a nation-wide plan "to mobilize one million citizens to demand a slash in the federal budget to the level of expected revenues and to reduce taxes to not over 25 per cent of the national income."

"OPERATION SHIRT-SLEEVES" is how the Southern describes the duties of its new assistant vice-president, yards and terminals, and his special "task force" of terminal trouble shooters. The job of this task force, which the Southern describes as "an innovation in railroad circles," is to "actually live in the yards day and night — studying every operation — seeking new ways, no matter how small, to improve our service." Appointment of David C. Ferguson as assistant vice-president, yards and terminals, was reported in *Railway Age* February 18.

H. F. EASTERLING, traffic manager of the Brown Paper Mill Company, is general chairman of the National Management Committee for this year's "Perfect Shipping Month" campaign.

MAHONEY, KAN., in process of being added to Leland's list of open and prepay stations, is named for Jim Mahoney, the Santa Fe's general superintendent transportation. Mahoney is actually a carload transfer station at the south end of the Santa Fe's Argentine yard. Formerly called Turner transfer, it was so often confused with Turner station, the first town out of Argentine, that it was decided to give it a new name. Nothing appeared more appropriate than Mahoney station. Despite the fact that the Santa Fe standard building color is yellow, Mahoney station is painted green.

THE ROAD AHEAD

Can your Signs and Signals pass these Five Important Tests?

Test 1: **VISIBILITY**—*Can they be seen for safe distances on the darkest night, in every kind of weather?* Signs made with "SCOTCHLITE" Sheeting can be seen for as far as half a mile at night—are unaffected by rain, sleet, glare ice.

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Test 3: **SAFETY**—*Are your present signs and signals FAIL-PROOF?* "SCOTCHLITE" Sheeting signs operate 24-hours-a-day—with no possibility of mechanical failure.

Test 4: **APPEARANCE**—*Do your signs, warnings, rolling stock emblems and markings reflect the* pride *you have in your road?* "SCOTCHLITE" Reflective signs can do a *public relations* as well as a safety job for your road.

Test 5: **VALUE**—*Are you receiving the very* best *protection and service from every dollar spent on your sign and signal program today?* "SCOTCHLITE" Reflective Sheeting is your *best buy* for any kind of sign. Low in cost, low in maintenance expense ... it rates *high* in service and economy.

Yes, signs made with "SCOTCHLITE" Sheeting pass these tests . . . **DO YOURS?**

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(Your copy will be mailed to you unless you request that our representative call upon you in person.)

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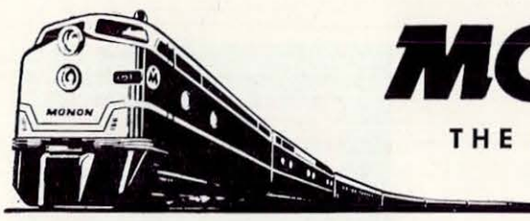
D. D. PATTERSON, *Yardmaster, McDoel Yards*

The increasing confidence in Monon service that is so evident among shippers today, is the result of Monon's *will to serve* all down the line. More and more shippers are finding that *Monon* means *business*—and is equipped, *in every way*, to *deliver*. Why not specify MONON on your next shipment and *see for yourself.*

There are 22 on-line and off-line Monon freight representatives now serving the nation.



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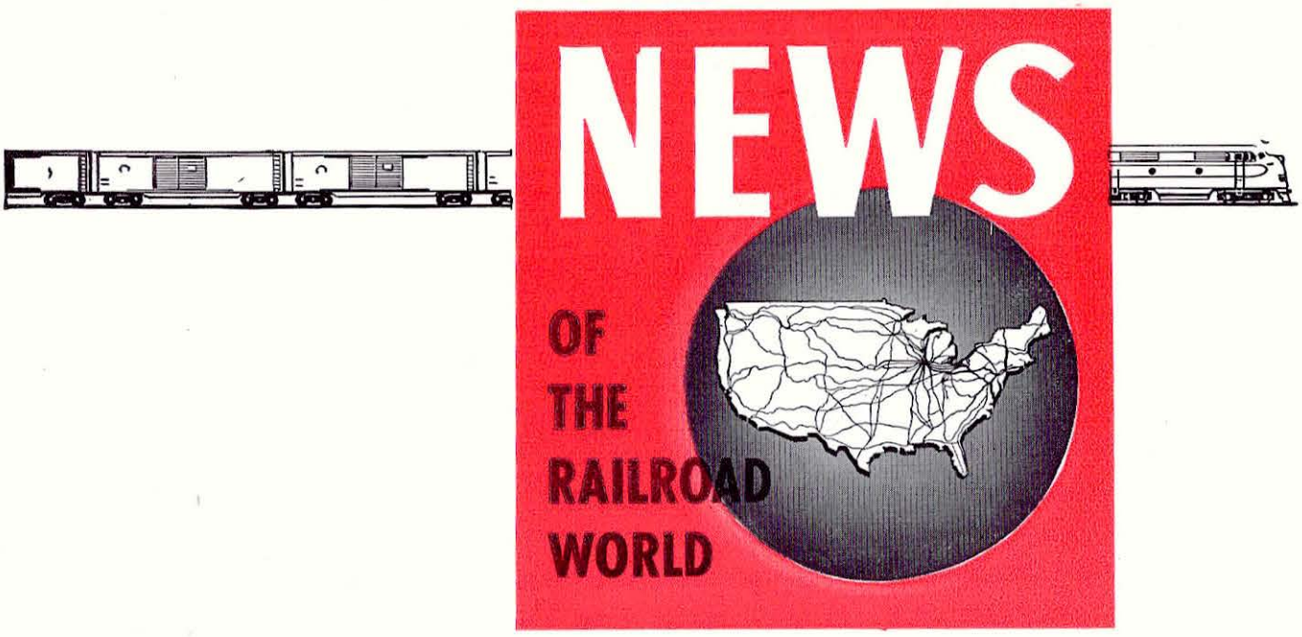
THE HOOSIER LINE

CHICAGO, INDIANAPOLIS AND LOUISVILLE RAILWAY COMPANY



Knudson Thinks Shackles on Railroad Trucking Operations May Be Too Tight

Administrator of D.T.A. also continues to "deplore" the "non-availability" of steel for freight cars

Growth of the motor carrier industry to the point where it is "no infant in need of incubator protection" suggests the "propriety of reappraising" the situation as to present restrictions on railroad-controlled trucking operations, Administrator James K. Knudson of the Defense Transport Administration said in a recent address.

In another recent address, the D.T.A. administrator discussed the freight-car situation, asserting that he continues to "deplore the non-availability of freight-car steel in the presence of loosening demands for other kinds." He added a suggestion to the effect that development of the plywood car might "spur steel makers into a greater output of needed plate."

Mr. Knudson's comment on restrictions on trucking operations of the railroads was embodied in a March 26 address on "Transport Coordination," which he made before the Transportation Club of Salt Lake City. The restrictions are imposed by the Interstate Commerce Commission (of which Mr. Knudson is a member) pursuant to those provisions of the Interstate Commerce Act which stipulate that a commission grant of motor-carrier operating authority to a railroad or railroad affiliate must be accompanied by findings to the effect that the railroad can use the highway service to public advantage in its operations, and that competition will not be unduly restrained.

In its latest annual report, the commission addressed itself to contentions that the restrictions should be eased. It insisted that it was following the law and advised that "legislation is required if there is need in the public interest for more liberal treatment of the railroads in this respect."

Mr. Knudson noted that "Congress has not indicated a substantial disagreement" with the commission's construction of the law. At the same time, he had this to say: "The argument that the motor carrier industry must be protected against railroad-sponsored competition now carries substantially less force than of yore."

In another part of this Salt Lake City address, the D.T.A. administrator referred to "another area of rail-motor coordination," which involves the movement of highway trailers on railroad cars. He had figures indicating that "of 22 principal truckers using flat-car service, several were purchasers of railway service in amounts ranging in 1949 from a hundred thousand to a third of a million dollars."

"To the extent that a flat-car shortage may develop," Mr. Knudson also said, "the opportunity to test the efficiency of this operating scheme will be restricted. . . .In the circumstances, it may be more a matter for long-range planning than for immediate consideration."

Mr. Knudson's discussion of the freight-car situation was part of a March 27 address which he delivered at Portland, Ore., before the West Coast Lumbermen's Association. In his comment on the plywood car, he suggested that, if the car should win acceptance during the period of steel shortage "the lumber industry would have recovered some lost business," and "more power to you."

"All I want is more cars," the D.T.A. administrator added. "I hope between your industry and the steel makers, we'll get them—but quick."

"Many Things to Do"

Meanwhile, he suggested, there are "still many things we can do," such as removing debris from cars when they are unloaded, avoiding "unduly" circuitous routings, not taking "improper advantage of service order loopholes," and heavier loading. In the latter connection, Mr. Knudson had figures indicating that outstanding heavy-loading orders had resulted in savings averaging about 21,600 cars per month.

In a brief discussion of intercoastal shipping, Mr. Knudson said that, while other factors enter the picture, "the sad fact remains that the intercoastal carriers are marginal or near-marginal operators, and some of them apparently continue in the trade solely in the hope of developments which may improve their lot and provide some promise of profitable operations." He added that it is nevertheless the "earnest hope" of D.T.A. "that the intercoastal trade will maintain and increase its operations."

Senate Committee Gets N. I. T. League Views on Transport Bills

The National Industrial Traffic League last week told the Senate Interstate Commerce Committee it favors legislation to speed up decisions in railroad freight rate cases. But the league has its own idea about how to do the job.

John S. Burchmore, N.I.T. League counsel, offered a substitute bill for S. 2518 when he testified at committee hearings March 28. The league's bill, among other things, omits the words, "take advantage of technological developments, and advance and improve the art of transportation." This phrase is one of the original version's approved bases for rate increases under the certification arrangement.

"We think the objectives of (S. 2518) are more fully covered by our substitute bill," Mr. Burchmore told the committee. He said the league is less interested in "art," than it is in need for service and the restoration of railroad credit. He also reported the league's opposition to S. 2519.

S. 2518 and S. 2519 are among the many bills now pending before the Senate committee. The first is designed to eliminate the "too little and too late" policy on rate increases, while the latter would rewrite the rate-making rule. Both bills have been endorsed by railroad management. (*Railway Age*, March 24, page 13, and March 31, page 14).

At last week's hearings the bills received added support from the United States Chamber of Commerce. Earl B. Smith, vice-president and director of traffic for General Mills, and a member of the chamber's Transportation and Communications Committee, said the chamber favors the "objective" of S. 2518. It also supports the "principle" of S. 2519.

Another view on the two bills was presented by Dr. Lloyd C. Halvorson, economist for the National Grange. Dr. Halvorson said something must be done to solve the railroads' financial predicament, but he added that the Grange "must object to (S. 2518) for going too far in letting the railroads set their rates."

The Grange also thinks S. 2519 "goes too far," considering the present system of transportation restrictions and regulations, Dr. Halvorson said.

The N.I.T. League's position on these two rate bills, and on other pending legislation, was in line with action taken at a March 21 meeting of league members at Chicago. (*Railway Age*, March 31, page 15).

A. H. Schwietert, traffic director for the Chicago Association of Commerce and Industry and chairman of the league's special committee on Transportation Outlook and Policy, gave the Senate committee the league's views on ten of the pending bills. William H. Ott, Jr., general traffic manager of Kraft Foods Company and also a member of the outlook and policy committee, discussed nine others.

Among the bills the league opposes are S. 1018 and S. 2350. These would give the Interstate Commerce Commission authority to impose penalty per diem rates during periods of car shortages. It also opposes S. 2362, a bill to restrict leasing of motor vehicles, and S. 2363, which would impose federal size and weight limits on motor vehicles.

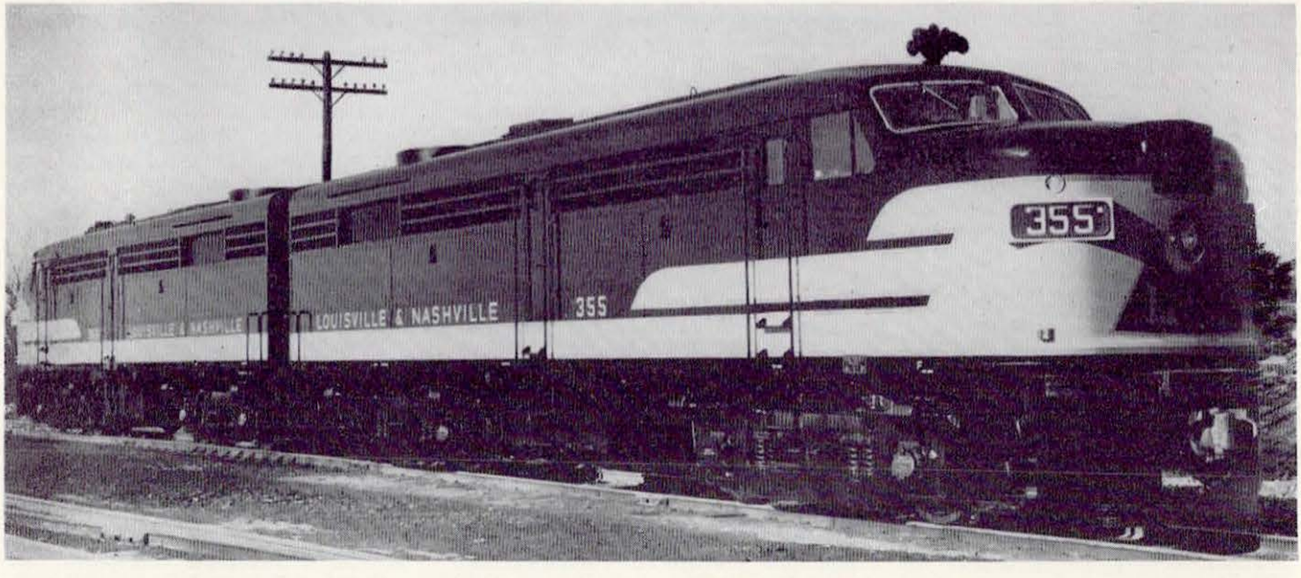
Bills supported by the N.I.T. League include S. 2355, which would establish the finality of contracts between the government and common carriers subject to the Interstate Commerce Act; S. 2361, to require I.C.C. supervision of contract carrier operations, and S. 2742, liquidation of the government-operated Inland Waterways Corporation.

In discussing S. 2518 and S. 2519, Mr. Burchmore told the committee he thought they were "the most important subject of legislation before the committee." He went on to state that, in his opinion, witnesses supporting the bills have "overstated the poverty of the railroads," and said the "time lag" in rate cases "is nowhere near so terrible as pictured."

The league nevertheless supports the principle of S. 2518 because it does restore to railroad management discretion to price themselves out of the market if they want to, Mr. Burchmore continued.

Senator Johnson, the committee chairman, again raised the question of whether this new authority would permit railroads to "juggle" rates to eliminate competition. Mr. Burchmore said management should have leeway to meet competition and the demands of commerce, and said other provisions in the I.C. Act would provide "adequate protection" against rate juggling.

As to S. 2519, Mr. Burchmore told the committee that the present rule of rate making "has been very satisfactory" to shippers and "has produced no injustices against the carriers." As noted above, the league opposes this bill.



TWENTY-NINE NEW DIESEL UNITS—built by the American Locomotive and General Electric Companies—have just been delivered to the Louisville & Nashville. The 26 "A" units (two of which are shown here) and three "B" units have been placed in service on Louisville-Cincinnati and Louisville-Atlanta runs. Three of the 1,600-hp. units are equipped with steam generators, in order to make them available for use in passenger service.

The substitute for S. 2518 which the league proposed includes a refund provision. If the commission, after investigation, determined that rates were too high, refunds would be made without further action by the I.C.C.

Meanwhile, Senator Johnson has already introduced "by request" an amendment to S. 2518. The amendment is "in the nature of a substitute." It would add provisions stipulating that the burden of proof in justification of increases made under the bill would be on the railroads. It would also provide that nothing in the new section "shall be construed to limit the right of any shipper to reparation under any other provision of this Act."

Dr. Halvorson's discussion of the two rate bills included a statement to the effect that railroads may not have done all they should to improve efficiency and eliminate inefficient utilization of labor. He said the Grange recommends putting the railroad mediation function under the I.C.C. to consider what is sound and equitable in the way of wage rates and labor practices.

"We should not have two agencies (the I.C.C. and National Mediation Board), one to act on wage rates and labor practices and another to act on passing them on either to the public or to impair the earnings of the railroads," he declared. "If rail rates are of public concern, so are labor practices and wage rates because any regulated industry is to a large degree on a cost plus basis, or else its financial health is impaired."

The Grange also opposes two other bills, S. 2357 and S. 2362. The latter, because it would restrict the "perfectly sound business practice" of leasing trucks, would result in an "appalling" waste of motor carrier facilities, Dr. Halvorson said. S. 2357 would restrict the application of the agricultural and the fish exemption for motor carriers.

The Chamber of Commerce stated its position on 11 of the pending bills, supporting seven and opposing four. Changes were suggested in some cases, and on S. 2518 the chamber supports the principle but takes no position on the bill itself.

S. 2365 would authorize the Bureau of Public Roads to conduct an investigation to determine the portion and type of public road taxes which should be assessed against various types and weights of motor carriers. The chamber opposes the bill as written, but favors a highway study "by other groups."

The chamber also endorsed the bill to liquidate the Inland Waterways Corporation, but opposed S. 2356, the "radio-rules" bill which would authorize the I.C.C. to make mandatory the installation of certain communication systems.

THREE NEW DIESEL-POWERED TUGBOATS — the "Tamaqua" (shown above), the "Pottsville" and the "Shamokin" — have recently been placed in New York harbor service by the Reading. All the boats, built by the RTC Shipbuilding Corporation of Camden, N. J., are powered by 1,600-hp. Fairbanks-Morse opposed piston diesel engines.

Bills Would Impound Income Of Roads Seized by Government

Bills to impound the income of railroads seized by the government and to create a new set-up to administer the federal-control arrangement have been introduced in Congress by Senator Murray of Montana and Representative Wier of Minnesota, Democrats. The bills are S.2937 and H.R.7323.

They were offered as proposals "to amend the Railway Labor Act, so as to provide for the administration of and determining just compensation to any carrier which has been seized by the government as a result of a labor dispute." The proposals are in line with those embodied in recent court proceedings launched by three operating brotherhoods in an undertaking to have the present seizure declared illegal, or to have the carriers' "income and profits" impounded if the seizure is held to be legal. (*Railway Age*, March 31, page 13.)

In the event of government seizure, the bills call for appointment by the President of a "board of control" of not less than three members. The board, which would "administer and operate" the seized properties, would be required to appoint an advisory committee, composed of management and employee representatives in equal numbers. Consultation with this committee "on matters of policy and problems arising. . ." would be required.

Normal collective bargaining between management and labor representatives would continue; but, if there were no settlement after Railway Labor Act procedures had run their course, the board of control "shall have the duty to bargain with representatives of the employees. . .provided. . . that any settlement reached as a result of that bargaining shall be effective for the period of seizure only."

Meanwhile, the government "shall hold all income" from the operation of the railroads "in trust for the payment of general operating expenses, just compensation to the carrier. . . .and reimbursement to the United States. . . . Any income remaining shall be covered into the Treasury . . ."

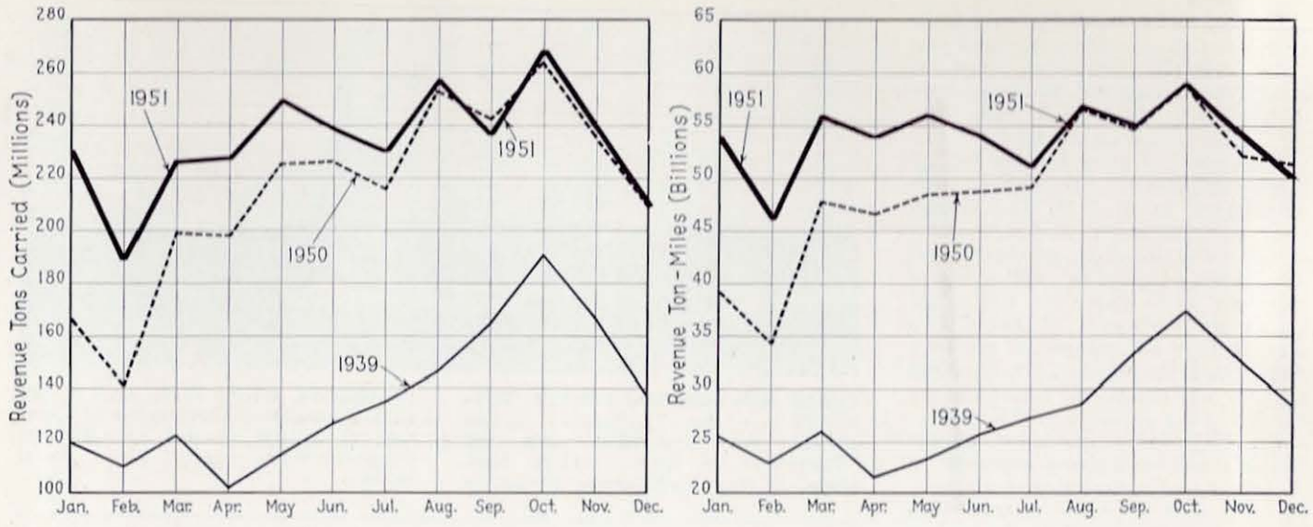
In determining "just compensation to the carrier," it would be required that "due consideration" be given to the following: That seizure occurred when the carrier's operations "had been interrupted by a work stoppage or a work stoppage was imminent"; that the government would have relinquished control "at any time when an agreement was reached settling the issues involved in the dispute"; the value the road "would have had to its owners, in the light of the dispute prevailing, had they remained in sole possession during the period of government operation"; and that "any increase in wages which is agreed to retroactively . . . shall be deemed costs or expenses" of the period of government operation.

The bills also have provisions under which the President "may" appoint a "compensation board" to determine amounts to be paid to the railroads. Awards of such boards could be appealed to the U. S. Court of Claims.

Freight Car Loadings

Loadings of revenue freight in the week ended March 29 totaled 725,423 cars, the Association of American Railroads announced on April 3. This was an increase of 5,502 cars, or 0.8 per cent, compared wth the previous week; a decrease of 30,012 cars, or 4.0 per cent, compared with the corresponding week last year; and an increase of 5,019 cars, or 0.7 per cent, compared with the equivalent 1950 week.

Loadings of revenue freight for the week ended March 22 totaled 719,921 cars; the summary for that week, com-



REVENUE TONS AND REVENUE TON-MILES—1951 compared with 1939 and 1950

cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, March 22

District	1952	1951	1950
Eastern	132,669	138,438	134,530
Allegheny	152,012	160,108	142,822
Pocahontas	56,147	59,504	66,477
Southern	133,148	133,469	130,861
Northwestern	74,047	75,281	74,435
Central Western	111,737	120,500	109,791
Southwestern	60,161	61,578	58,343
Total Western Districts	245,945	257,359	242,569
Total All Roads	719,921	748,878	717,259
Commodities:			
Grain and grain products	45,398	45,632	41,465
Livestock	7,138	6,552	7,288
Coal	131,811	137,988	175,874
Coke	15,596	15,702	13,545
Forest products	43,999	46,299	38,919
Ore	20,483	19,283	12,053
Merchandise l.c.l.	75,563	83,510	85,624
Miscellaneous	379,933	393,912	342,492
March 22	719,921	748,878	717,259
March 15	708,826	745,128	725,534
March 8	714,247	749,522	707,911
March 1	755,624	785,861	574,449
February 23	683,368	734,845	546,707
Cumulative total 12 weeks	8,612,644	8,738,523	7,403,601

In Canada.—Car loadings for the third seven-day period of March, ended March 21, totaled 78,941 cars, compared with 77,337 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada: March 21, 1952	78,941	36,925
Cumulative Totals March 21, 1952	880,795	424,372

Alberta Fast Becoming "Texas of the North"

Rapid expansion of Canada's prairie oil fields is making the province of Alberta an increasingly important factor in the world oil resources picture, the Pacific Northwest Advisory Board learned on March 21.

Speaking to more than 300 members and guests attending the board's 82nd regular meeting in Portland, Ore., A. D. Carleton, manager of the traffic department of the Standard Oil Company of California, said Alberta has earned the nickname, "Texas of the North," by virtue of a more than 500 per cent increase in crude oil production in the past five years. Explaining that, since 1946, American and Canadian oil companies have drilled more than 2,000 wells in midwestern Canada, and that this represents more crude oil potential than the prairie provinces can probably use, Mr. Carleton said the U. S. Pacific Northwest is being considered as a prospective market for Canadian oil. A pipeline currently under construction between Edmonton and a point near Vancouver, B. C., at a cost of some $80 million, will eventually handle 200,000 bbl. a day toward this market.

L. R. Pugh, president of the St. Maries (Idaho) Lumber Company, was elected president of the board; Pete Stallcop, executive secretary of the Pacific Northwest Grain Dealers Association, Spokane, Wash., vice-president; and Emil Hanson, assistant traffic manager, West Coast Lumbermen's Association, Portland, executive secretary.

The board adopted resolutions urging: (a) sufficient allocation of steel to maintain a railroad car building program of 10,000 new units per month; (b) favoring elimination of heavier loading orders on rail shipments unless it is deemed necessary to cover all commodities by such orders; and (c) renewing previously stated opposition to the St. Lawrence Seaway. As to heavy loading orders, the board said it felt present heavy loading requirements on a few chosen commodities — particularly lumber — work a hardship on shippers in the Pacific Northwest territory who are trying to sell to small-lot buyers.

Preliminary figures indicate that the 1951 freight damage claim total would come to about $99 million — $10 million more than in 1950, Lewis Pilcher, executive vice-chairman of the A.A.R.'s Freight Claim Division, told board members. He attributed this increase largely to "scare" buying of household appliances and other miscellaneous merchandise during the year.

Union Pacific to Sell Bus Lines to Greyhound

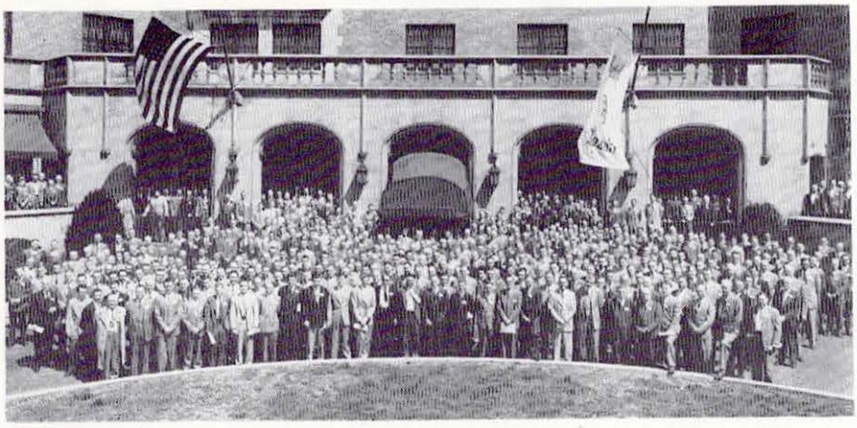
The Greyhound Corporation and the Union Pacific have entered an agreement (which will be subject to approval of the Interstate Commerce Commission) whereby the railroad will sell its interest in the Interstate Transit Lines and the Union Pacific Stages. Both bus properties have been owned jointly by the two companies although the Chicago & North Western owns about 15 per cent of the stock of Interstate. The bus companies have been operated for some time under the name "Overland Greyhound Lines."

The North Western has confirmed to *Railway Age* that negotiations are currently under way for the sale of that road's interest in Interstate to Greyhound Corporation. This move too, is subject to approval of the I.C.C.

At the present time the U. P. has a 51 per cent interest in the Interstate Company and a 66 2/3 per cent interest in U. P. Stages. Greyhound's interest amounted to 33 1/3 per cent of the stock in each company. The combined systems cover some 7,200 miles. They grossed $13,500,000 in 1951.

With the exception of one route between Denver, Colo., and Kansas City, Mo., none of the routes duplicate other lines controlled by Greyhound Corporation.

Greyhound's offer to purchase the properties owned by the American Buslines (reported briefly on page 8 of the January 21 *Railway Age* and in more detail on page 80 of the March 10 issue), has fallen through because of the objections of a number of American stockholders.



The delegates have their picture taken in front of Hotel Roanoke

L. C. Yates

N.&W. Holds 27th Better Service Conference

Four Norfolk & Western general officers, including President R. H. Smith, were among speakers at that road's twenty-seventh annual Better Service Conference, which was held March 28 and 29 at the Hotel Roanoke, Roanoke, Va. More than 600 employees and guests of the N. & W. attended the conference, of which L. C. Yates, the road's general claim agent, was general chairman.

Speakers, in addition to the railroad officers, were Colgate W. Darden, Jr., former governor of Virginia and now president of the University of Virginia; and Rev. Laurence H. Hall, British-American humorist and rector of All Saints Episcopal Church, Portsmouth, Ohio.

Most of the N. & W. employees in attendance were delegates representing local Better Service Clubs throughout the system.

President Smith's address, delivered at the conference's opening session, was what he called his "annual report on our operations." In it he referred to comment he has heard to the effect that the N. & W. is "not progressive" because of its failure to install diesel-electric locomotives.

The road has stuck to coal-burning steam locomotives, Mr. Smith said, because the performance figures have have shown, and continue to show, that the decision to do so was "right." At the same time, he emphasized that he wasn't saying the N.&W. "won't ever use other types" of motive power—but "they'll have to prove that they can do a better all-around performance job" in meeting the road's requirements.

The other three N.&W. officers who addressed the meeting were S. T. Saunders, general counsel, who spoke on "The Challenge of Railroading"; N. R. Lehmann, assistant vice-president in charge of traffic, whose subject was "You and Your Traffic Department"; and W. L. Young, assistant chief engineer, whose subject was "Structures on our Railroads." W. J. Jenks, chairman of the N.&W. board, attended the meeting and made a brief informal talk to greet the delegates.

Mr. Hall spoke at the March 28 luncheon session, where he was introduced by General Counsel Saunders. H. C. Wyatt, assistant general superintendent of motive power, acted as toastmaster. Mr. Darden spoke at the same day's dinner session. He was introduced by President Smith and the toastmaster was C. P. Blair, general superintendent, Eastern General division.

Other proceedings included adoption of committee reports on these subjects: Safety—What to Do in 1952; Improve Service—Maintain Precision Transportation; Handle Cars Carefully; Citizenship—Its Privileges and Responsibilities; Assist in Getting and Keeping Business; and The Defense Program—Our Responsibility Continues.

R. H. Smith

S. T. Saunders

N. R. Lehmann

W. L. Young

KATY TRAFFIC MEN STUDIED THEIR RAILROAD . . .

. . . ON A TEN-DAY TOUR OF THE SOUTHWEST that began in St. Louis on February 25. Traveling in special cars attached to regularly scheduled passenger trains, they covered a total of 14 on-line cities examining their railroad's facilities and the commercial, industrial and residential districts served, and talking with city and civic leaders under the tutelage of senior Katy traffic officers. In this formal group picture the "students" surround their "teachers" who are (seated from left to right): C. E. Veatch, general freight agent; C. R. McDonald, freight traffic manager; R. C. Trovillion, assistant vice-president—traffic; E. A. Bohmeyer, passenger traffic manager; R. C. Duffin, freight traffic manager, and Vernon Gaston, general freight agent—all with headquarters at St. Louis.

THEY RECEIVED A SEND-OFF from President Donald V. Fraser before leaving St. Louis. Although the schedule of the tour was well filled, there were evenings of "recess" provided so that the "students"—most of them junior traffic men—could also get acquainted with one another.

DURING STOPOVERS they learned about local facilities from the men in charge. At Denison they talked to R. O. Johnson, acting superintendent of communications, and C. A. Birge, Jr. (on Mr. Johnson's left), superintendent of the Katy's North Texas district.

AT HOUSTON the layout of the new freight yards in nearby Eureka was explained in detail by O. H. Griffin, general freight and passenger agent (wearing light suit).

DIESEL DETAILS were covered in a visit to the Warden shops at Waco. Here J. L. Rouch, shop superintendent, demonstrates the fitting of a piston ring.

1951 Truck Tonnage 7 Per Cent Above '50

The volume of intercity freight handled by Class I truckers in 1951 exceeded the 1950 volume by seven per cent, according to American Trucking Association's Department of Research.

The A.T.A. loading index, which is based on the 1941 tonnage as 100, reached a "new high" of 244 in 1951. The previous high of 228 was reached in 1950.

The loading figures are based on reports to the Interstate Commerce Commission, and they reflect operations of 1,314 Class I truckers, both common and contract carriers. Their 1951 volume was 176.7 million tons, as compared with 164.8 million tons in 1950.

What Makes a Good Traffic Solicitor?

Are the qualities a railroad traffic officer looks for in his representative similar to those a steamship, air line or motor transport traffic officer looks for in his men?

These and other questions were discussed before the Chicago Transportation Club on March 25 by a panel of experts representing transportation, shippers, traffic and transportation research, and traffic publications.

The answers added up to a consistent character sketch — that the basic assignment of a traffic representative is not simply to "sell" but rather to act as a helpful liaison between carrier and shipper. "Follow through" when a problem arises was consistently deemed a key trait. No members of the panel expected a man to be a "walking tariff" or even an expert on rates, but almost all emphasized that a man must know how to work with his own organization to obtain such information quickly and accurately.

Paul A. Spiegelberg, freight traffic manager of the Wabash, substituting for Vice-President L. E. Clarahan, said "We look for good appearance, good manners, tolerance and self control. We want a 'steady plodder' — not a wild 'high pressure' man — who can sell on the basis of the wants and needs of our customers and whose loyalty, both to those he contacts and to his superiors, is without question." He said the traffic representative must be thoroughly familiar with the facilities and services of his company — and that for this purpose, there is no substitute for on-the-job training.

J. R. Staley, vice-president of the Quaker Oats Company, aired some of his "pet peeves" about railroad traffic solicitation. He said many roads don't seem to have any program at all; their representatives are "adrift on an ocean with no supervision and nobody to back them up." Shippers' questions and problems, he added, are not followed through. "Some roads don't even seem to know when they have lost the business."

He suggested that supervisors keep accurate records of traffic obtained from each solicitor's accounts and that these records be subject to frequent review by the solicitor and his boss — *together*.

He pointed out that many smaller shippers fail to make proper use of solicitors who call on them. He also pointed out that an alerted solicitor is in somewhat the same position as a management engineering organization because, in his day-to-day calls, he becomes familiar with comparative methods of other firms and is often in the position of being able to help a customer corporation "beyond the call of his traffic duties."

Wilson Makes Final Report As Defense Mobilizer

The freight car fleet "is expected to increase by approximately 30,000 cars during 1952, to a total of about 2,075,000 by the year end," according to Charles E. Wilson's final report as director of the Office of Defense Mobilization. Mr. Wilson resigned last week as a result of differences with President Truman as to the handling of the steel industry's wage-price case.

His report covered this year's first quarter. Its prediction that there would be a gain of 30,000 freight cars this year was based on expectations that 90,000 new cars will be produced while retirements are held "to a minimum."

As to locomotives, Mr. Wilson said that "nearly 2,000" new diesel-electrics "are being added this year to the 12,300 owned by the railroads in January." Meanwhile, he expected 3,800 old steam locomotives to be retired, so "the total tractive effort available at the end of 1952 will be reduced by a net three per cent."

"However," Mr. Wilson added, "the majority of existing steam locomotives are obsolete and need to be replaced with modern motive power."

Of the highway situation, Mr. Wilson had this to say: "More than 12,000 miles of new highways are underway with federal aid. An additional 4,700 miles of new construction and 12,000 miles of highway rehabilitation have been programmed. This is supplemented by construction financed wholly by state and local governments."

Norfolk Southern Wants I.C.C. to Clarify Charges

The Norfolk Southern has asked the Interstate Commerce Commission to explain more precisely the issues involved in the pending investigation of N.S. "practices."

In a petition filed April 2, the road told the commission: "The list of 11 matters supplied respondents by the commission staff and containing suggestions of possible material or relevant issues to be raised at the investigation hearing are so vague, indefinite and uncertain that respondents are unable to defend, or prepare to defend, themselves against, or to ascertain the relevant facts bearing upon, such allegations."

The commission last January instituted on its own motion an investigation into "the management, accounting, financial and other practices" of the N.S. Hearings in the case are scheduled to begin April 22. (*Railway Age*, January 28, page 17, and March 17, page 17).

The April 2 petition asked questions along the following lines:

To what officers during what periods and in what amounts were railroad funds used to pay questionable salaries for part time or nominal services; and expense allowances paid for which no accounting was made as required by law;

To what individuals not employed by the railroad is it claimed that salaries were paid out of railroad funds;

To what other purposes and at what times is it claimed that the assignment of expensive automobiles was made by the railroad;

What dealings is it claimed were had between the railroad and outside companies in which certain officers have or had financial interest;

And what rents and expenses of other enterprises, in which railroad officers have an interest, is it alleged were paid from railroad funds?

The commission order which insti-

JAMES B. HILL DIES AT 73

James B. Hill, who retired as president of the Louisville & Nashville during the road's centennial year—1950, died in Louisville, Ky., on March 31, at the age of 73.

Mr. Hill's 52-year railroad career started when he took a job as relief

James B. Hill

clerk and operator on the Nashville, Chattanooga & St. Louis at Sparta, Tenn. He rose to become president of that road, and later (in 1934) president of the L. & N.

He had been reported in ill health for a considerable time prior to his death.

NEW SERVICES AND PUBLICATIONS OF INTEREST TO SHIPPERS

BALTIMORE & OHIO—Has made the following changes in scheduled l.c.l. car lines:

Car lines discontinued:

Rochester, N. Y., to Binghamton (D. L. & W.); Clarksburg, W. Va., to Elizabethport Tfr., N. J. (C. N. J.); and Cumberland, Md., to Elizabethport Tfr.

New car lines:

Rochester to Scranton Tfr., Pa. (D. L. & W.); Baltimore (Camden station) to Bush Terminal, Brooklyn; and Akron, Ohio, to Chicago (I C.).

CHICAGO GREAT WESTERN—*Working on schedule changes which are expected to provide improved service to a number of points.*

DELAWARE & HUDSON—*Has reissued its "L. C. L. Merchandise Service" schedules, corrected to February 18.*

DELAWARE, LACKAWANNA & WESTERN—Has made the following changes in scheduled l.c.l. car lines:

New car lines:

Scranton Tfr., Pa., to Long Island City, N. Y. (L. I.); and Hoboken, N. J., to Fort Erie, Ont. (C. N.)

NEW YORK CENTRAL—Has made the following changes in scheduled l.c.l. car lines:

Car lines discontinued:

Ft. Wayne, Ind., to Buffalo, N. Y.; Columbus, Ohio, to Cleveland (N. K. P.); and Buffalo to Westchester Avenue, New York City ("Pacemaker").

New car lines:

Buffalo to Jersey City, N. J.; Syracuse, N. Y., to Jersey City; Syracuse to Kingston, N. Y.; Syracuse to Long Island City, N. Y. (L. I.); Syracuse to Schenectady; Springfield, Ohio, to Hartford, Conn. (N. Y. N. H. & H.); East St Louis, Ill., to Hartford (N. Y. N. H. & H.); Springfield, Mass., to Schenectady to Amsterdam, N. Y.

In addition, the N. Y. C. has announced that l.c.l. freight destined to Boston & Maine points now is being concentrated at Syracuse rather than at Utica Tfr.

PENNSYLVANIA—Has made the following changes in scheduled l.c.l. car lines:

New car lines:

Philadelphia Tfr., Pa., to Fort Erie, Ont. (C. N.); Chicago to Zanesville, Ohio; Peoria, Ill., and Decatur to Indianapolis.

READING—*A bulletin of this road's industrial development department announces the availability of a 132 acre industrial site at Johnsville, Pa.*

tuted this investigation of the N.S. named several respondents in addition to the road itself. These included the Norfolk Southern Bus Corporation; Norfolk Southern Warehouse Company; North Carolina Warehouse Company; Princess Anne Power Company; Euclid Development Company, and the president and board chairman of the N.S., J. T. Kingsley and P. B. McGinnis, respectively.

Canadian Unions to Ask Substantial Wage Increases

Canada's two major non-operating railway union groups have forged a common front to back their demands for a new set of wage increases and a union shop on Canadian railways.

For the first time, the general chairman of the A.F.L. railway unions and the top policy-making leadership of the Canadian Congress of Labor-affiliated Canadian Brotherhood of Railway Employees, have joined to draft a common contract program for the railway industry, under the chairmanship of Frank Hall, Canadian vice-president of the Brotherhood of Railway & Steamship Clerks. The conference of railway uunion representatives also opened its door to two new groups, the Brotherhood of Railway Porters and Seafarers International Union.

Although the C.B.R.E. joined with the A.F.L. rail unions in a common committee during the 1951 strike, their original demands were then framed separately and varied on several issues, including wages.

The rail union conference is expected to be reconvened in about a month, and indications are that the wage demand —to be presented to the railroads about July 1, two months before present agreements expire—will be substantial, perhaps 30 cents or more an hour. It is likely that the union shop will be a major issue.

Three operating unions also have asked the Canadian Pacific and Canadian National for substantial wage increases. The Order of Railway Conductors and the Brotherhood of Railroad Trainmen are asking for a 35 per cent increase. The firemen are seeking 35 cents an hour. These groups represent approximately 20,000 railway employees. The agreements under which they operate expire the end of March.

A new wage contract has already been made between the C.P. and the Brotherhood of Locomotive Engineers, covering enginemen operating the company's Western lines. This agreement calls for an increase of 11½ per cent in basic pay rates, and was reached ahead of the expiration date of the former pact, April 1.

Rock Island Rushes Bridge at Topeka

Rebuilding of the Rock Island's bridge at Topeka, Kan., became a race against time as the threat of possible spring floods draws nearer.

Three spans of the bridge were lost during the floods that swept the area last summer. They are currently being replaced at a cost of more than $400,000 by an outside contracting firm acting under the supervision of J. F. Marsh, the road's engineer of bridges. Since the waters receded late last summer, trains have been using a temporary trestle to cross the Kansas river (known also as the Kaw).

The new spans, complete with superstructure and tracks, are being riveted together on timber-pile falsework alongside their final location in the bridge. When completed, the 152-ft. trusses are skidded sideways into place. The first span was put in place on March 1 six hours after assembly was completed on the pile bents. No trains were delayed. On March 11 the second span was put into place in the same manner. The last span was scheduled to be moved about March 25.

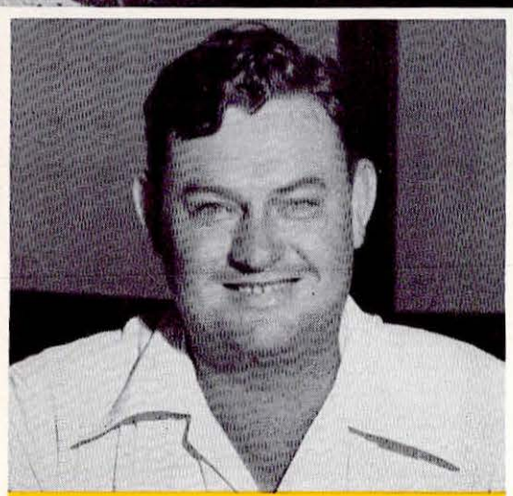
The waters of the Kansas usually begin to rise about the first of April.

Two of the original concrete encased masonry piers were damaged in the flood last summer. One was tilted and the other broken off when a steel truss from a highway bridge two miles upstream rolled along the river bottom, propelled by the swift-moving current. It came to rest against one of the piers, which finally tipped. The superstructure then gave way, causing a twisting motion which broke off the other pier, plunging all three spans to the river bottom.

MORE NEWS ON PAGES 127-146

Additional general news appears on page 127, followed by regular news departments, which begin on the following pages:

Organizations **131**
Supply Trade **133**
Abandonments **136**
Car Service **137**
Equipment and Supplies **137**
Construction **138**
Financial **139**
Railway Officers **139**



"Can't be without it"...

and rarely is

The Point Comfort & Northern Railway Co. likes the availability record of its 44-ton GE locomotive powered by two "Cat" Diesel D17000 Engines. C. E. Partlow, general manager of the railroad, explains the reason:

"Ninety-five per cent of the time, it has been available. Can't see how we could be without it."

These "Cat" D17000 Railroad Diesels constantly are on a job which would crack the spine of lesser engines. Mr. Partlow reports that they move 25 cars of 80 tons each on level tracks.

The 44-tonner is used for switching and main-line haulage of bauxite and aluminum pig between Alcoa's Point Comfort, Tex., plant and a Missouri-Pacific connection at Lolita, Tex.

Availability depends, first, on a long-lived engine of proved railroad design and, second, on good preventive maintenance by the user. "Caterpillar" Railroad Diesels offer both. You get rugged, durable engines and "Caterpillar" Dealers who are prepared to give you sound counsel on Diesel maintenance.

CATERPILLAR, PEORIA, ILLINOIS

CATERPILLAR

REG. U. S. PAT. OFF.

RAILROAD DIESELS

Do *your* shipments get the benefit of special care like this?

On the Baltimore & Ohio, we gladly accept our share of the responsibility for perfect shipping. And we not only take the normal precautions when you place your shipments in our care, but we also have a program of *special steps* contributing to speedy, economical, and safe handling. For instance:

Proper freight handling is a constant interest of B&O's *management.*

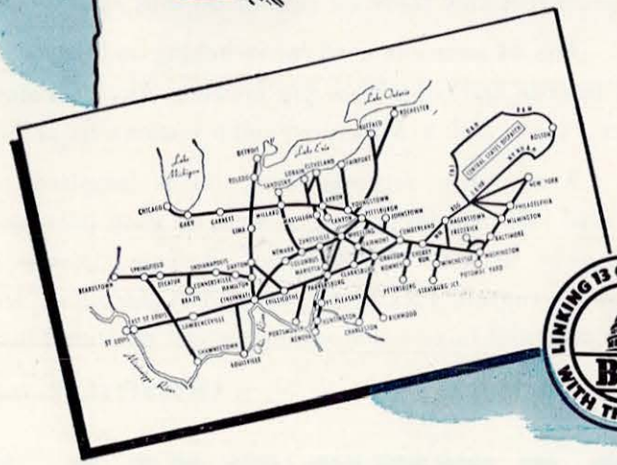
Regular "impact-register" tests determine safe switching speeds at every B&O yard. Road tests are made to evaluate loading and stowing methods.

B&O maintains "squadrons" of expert trouble shooters who make regular visits to stations and yards to solve handling problems.

A continuous "good shipping" program educates B&O personnel through posters, bulletins, charts, and motion pictures.

B&O's freight service inspectors work with shippers to give valuable, on-the-spot advice on loading and stowing.

Regional meetings are frequently held to keep B&O's operating and traffic people abreast of latest developments in careful handling.



All these factors, plus the spending of thousands of dollars yearly in educational and control activities, contribute to proper handling on the B&O. So, to be sure your shipments receive "*Handle with Care*" attention, route them via B&O. *Ask our man!*

LINKING 13 GREAT STATES WITH THE NATION
B&O

BALTIMORE & OHIO RAILROAD

Constantly *doing things*—better!

CANADIAN PACIFIC RAILWAY COMPANY

Seventy-First Annual Report of the Directors to the Shareholders

(Abridged)

Highlights

YEAR'S RESULTS	1951	1950	Increase or Decrease
Gross Earnings	$ 428,911,639	$ 378,576,688	$50,334,951
Working Expenses	402,098,807	340,556,331	61,542,476
Net Earnings	26,812,832	38,020,357	11,207,525
Ratio, Net to Gross Earnings	6.3%	10.0%	3.7%
Other Income	$ 29,343,635	$ 23,236,264	$ 6,107,371
Interest and Rental Charges	12,848,997	13,389,610	540,613
Dividends —Preference Stock	3,328,010	3,388,648	60,638
—Ordinary Stock	20,100,000	20,100,000	
Balance for Modernization and Other Corporate Purposes	19,879,460	24,378,363	4,498,903

YEAR-END POSITION	1951	1950	Increase or Decrease
Property Investment	$ 1,487,838,973	$ 1,424,197,017	$63,641,956
Other Investments	181,326,551	190,172,027	8,845,476
Funded Debt	99,045,000	85,709,000	13,336,000
Reserves	538,407,062	518,842,273	19,564,789
Working Capital	103,859,161	89,556,389	14,302,772
TRAFFIC STATISTICS			
Tons of Revenue Freight Carried	60,650,472	53,915,746	6,734,726
Revenue Passengers Carried	10,460,532	10,541,492	80,960
Revenue per Ton Mile of Freight	1.31c	1.33c	0.02c
Revenue per Passenger Mile	2.82c	2.81c	0.01c

The quickening development of natural resources and the national defence programme were reflected in an active demand for the services provided by the various enterprises of your Company.

For your railway enterprise, 1951 was a record year in tonnage carried, and gross earnings were at an all-time high. However, working expenses were also at a new high. In consequence of higher prices, wages and tax rates, working expenses increased at a greater rate than revenues and absorbed 94 cents of each dollar of earnings as compared with 90 cents in 1950. As a result, net earnings from railway operations were far below the level necessary to provide a sufficient contribution to dividends and a reasonable amount for reinvestment in railway property. The rate of return earned on investment fell to 2.4% from 3.5% in 1950.

Notwithstanding unsatisfactory railway earnings, an aggregate sum of $72 million was spent on improvements and additions to your railway properties. These capital expenditures were part of a five-year programme designed to lower the costs of operation, replace worn-out facilities and to enable your Company to meet the needs of an expanding economy for efficient and modern transportation. Capital outlays of $119 million have been made during the past two years to implement this programme, and further substantial expenditures will be required to complete it. Adequate rail earnings will be necessary to enable your Company to finance these expenditures.

Railway net earnings were again adversely affected by the time consumed in obtaining authority to increase rates in the face of rising costs. An application was made in December 1950 to the Board of Transport Commissioners for authority to make an immediate increase of 5% in freight rates. In April 1951 an amending application was filed for authority to make an additional increase of 14%. A judgment was issued in July authorizing an increase of 12% on an interim basis. It was not until after the close of the year that a final decision was rendered granting an increase of 17% in lieu of the interim increase of 12%. The total increase applied for, including an additional increase asked for by a second amending application in October 1951 in order to provide for the Defence Surtax, was approximately 23%.

These increases in freight rates, like all other post-war rate increases, were not applicable to grain and grain products moving within Western Canada. These commodities accounted for the greatest single item of tonnage on your Western lines and moved for the most part at statutory rates (or at rates related thereto) which are still at a level established in 1899. In 1951 grain and grain products accounted for more than 40% of the traffic in Western Canada but, because of the low rates at which they moved, provided only 20% of the freight revenues of Western lines. The maintenance of such rates has resulted and must continue to result in the imposition on other commodities of higher freight rates than would otherwise be the case.

There was an increase of $6.1 million in Other Income which, at $29.3 million, was at the highest level in the history of your Company.

The Income and Profit and Loss Accounts of your Company show the following results for the year ended December 31, 1951:

Income Account

Gross Earnings		$428,911,639
Working Expenses		402,098,807
Net Earnings		$ 26,812,832
Other Income		29,343,635
		$ 56,156,467
Fixed Charges		12,848,997
Net Income		$ 43,307,470
Dividends—Preference Stock:		
2% paid August 1, 1951 .....$ 1,680,927		
2% payable February 1, 1952 1,647,083		
	$ 3,328,010	
Dividends—Ordinary Stock:		
3% paid August 1, 1951 .....$10,050,000		
3% payable February 29, 1952 10,050,000		
	20,100,000	
		23,428,010
Balance transferred to Profit and Loss Account		$ 19,879,460

Profit and Loss Account

Profit and Loss Balance December 31, 1950		$224,636,260
Balance of Income Account for the year ended December 31, 1951	$19,879,460	
Portion of steamship insurance recoveries representing compensation for increased cost of tonnage replacement	210,357	
Gain on redemption of £591,890 Perpetual 4% Consolidated Debenture Stock	897,182	
Excess of considerations received for sales of properties over book values	10,078,888	
Miscellaneous Net Credit	338,377	
		31,404,264
		$256,040,524
Transfer from Premium on Capital and Debenture Stock of amount of interest paid on subscriptions to Ordinary Stock 1928-1930	$ 2,292,477	
Loss on sale of £658,853 War Loan Stock	800,715	
		3,093,192
Profit and Loss Balance December 31, 1951, as per Balance Sheet		$252,947,332

(Advertisement)

Railway Operations

Gross earnings, at $429 million, were the highest on record and were $50 million, or 13%, greater than in 1950.

Freight earnings provided 82% of gross earnings, a larger proportion than in any previous year. There was an increase of $45 million over 1950, of which more than half was the result of increased traffic volume. Greater revenues were reported for all commodity groups except coal, coke, petroleum, livestock, and fruits and vegetables. Revenues from grain and grain products and from lumber increased by $17.5 million and $9 million respectively.

Traffic volume in terms of tons carried was at an all-time high, and was 12.5% greater than in 1950. Ton miles increased by 16.9%, and were at a level exceeded only in 1944 and 1945. The high level of freight traffic is indicated by the following table:

	Earnings (Thousands)	Tons Carried (Thousands)	Ton Miles (Millions)
1939	$120,338	33,030	14,037
1944	233,118	55,679	27,376
1945	227,707	54,822	27,252
1949	293,249	56,446	24,261
1950	307,158	53,916	22,941
1951	352,612	60,650	26,827

The movement of grain and grain products in terms of ton miles increased by 44% owing mainly to the unusually late harvest in 1950 and the near-record wheat crop in 1951. As a result of the increase in the volume of this low-rated traffic, and despite increases in freight rates on other commodities, the average revenue per ton mile decreased from 1.33c to 1.31c.

Passenger earnings increased by $3 million. While there was a slight decrease in the number of passengers carried, passenger miles increased 8% largely as a result of increased movements of the armed forces and immigrants.

Working expenses at $402 million were higher than ever before. The increase of $62 million was brought about by greater volume of traffic and by higher rates of wages, prices of materials, and taxes. The higher wage rates, including the effect of the forty-hour week, were responsible for approximately $20 million of the increase. Prices of railway materials and supplies were on the average 7% above the previous year, including an increase of 8% in the price of rails, 14% in other rolled steel products, and 29% in lumber and timber.

Maintenance expenses increased by $31 million—$18 million for way and structures and $13 million for equipment. Maintenance expenditures were relieved to the extent of $2.6 million by withdrawals from the Maintenance Fund for the cost of deferred work overtaken during the year. The greater use of roadway machines and reorganization of track maintenance methods offset to some extent the cost of increased wage rates. There was an increase in the number of units of rolling stock repaired.

Transportation expenses increased $24 million, or 16%. The greater part of the increase was due to heavier traffic volume. Increases in wage rates and prices of materials were partially offset by economies in operation resulting from the use of more diesel power. The following table is indicative of improvements in operating efficiency:

	1951	1950
Gross Ton Miles per Freight Train Hour	28,271	27,040
Average Daily Mileage of Serviceable Freight Cars	47.4	44.3
Average Freight Car Load—tons	31.8	29.6
Fuel and Crew Costs—cents per 1,000 freight ton miles	195	198

Per diem payments for the use of foreign line cars on your lines and the use of your cars on foreign lines were approximately in balance, whereas in 1950 receipts exceeded payments by $1.6 million.

Railway tax accruals increased by 13% to $19.5 million. Income taxes amounted to $12 million, of which $2.7 million was due to increases in tax rates, chief among which was the 20% Defence Surtax. Legislation as originally introduced provided that this surtax would not operate to reduce the income of a corporation, after payment of normal tax, to less than a return of 5% on capital employed. However, this provision was later withdrawn.

Net earnings from railway operations, at $26.8 million, were $11.2 million less than in 1950.

Other Income

Other Income at $29.3 million was the highest in the history of your Company. It was $6.1 million greater than in 1950 and $4.5 million greater than the previous high in 1948.

Net earnings from ocean and coastal steamship operations increased $4.5 million, mainly as a result of higher ocean freight rates.

Net earnings from hotels decreased $114,000. Hotel revenues increased, but not sufficiently to offset the increase in operating expenses.

Net earnings from communication services increased $582,000, due in part to higher rates on ticker services and message traffic, and in part to increased business, especially through the lease of teletype circuits and radio programme transmission networks.

Dividend income increased $2.4 million as a result of an increase of $1.50 per share in dividends declared by The Consolidated Mining and Smelting Company of Canada, Limited. Dividends were declared in 1951 on the stock of that Company at the rate of $11 per share.

Net income from interest, separately operated properties and miscellaneous sources increased $2 million. The greater part of this increase was due to income of $163,000 from Canadian Australasian Line as compared with a deficit of $684,000 in 1950, and an increase of $880,000 in the net profit from your Air Lines.

Fixed Charges

Fixed charges, at $12.8 million, were $541,000 less than in 1950, and were lower than in any year since 1921. They have been reduced by $14 million from the high point in 1938, mainly as a result of retirements of debt, refundings at lower rates of interest, and appreciation during the post-war years in the value of the Canadian dollar in terms of sterling.

Net Income and Dividends

Net income, after fixed charges, amounted to $43.3 million, a decrease of $4.6 million. After provision for dividends of 4% on Preference Stock, earnings available for dividends on Ordinary Stock and for reinvestment amounted to $40.0 million, or $2.98 per share of Ordinary Stock, as compared with $3.32 in 1950 and $1.93 in 1949. Dividends of $1.50 per share, aggregating $20.1 million, were declared on the Ordinary Stock.

As your Directors have pointed out, one-third of the total dividend on Ordinary Stock was declared from railway earnings and two-thirds out of income from other sources.

Balance Sheet

Total assets at the end of the year amounted to $1,860 million, an increase of $79 million.

The increase in property investment was $63.6 million. The largest item of capital expenditure was $49.6 million for rolling stock, of which $39.1 million was for freight train cars and $8.3 million for diesel-electric units.

The Steamship Replacement Fund decreased by $1.6 million. Withdrawals included $1.3 million in respect of the completion of the "Princess of Nanaimo", which was launched in September 1950. The balance remaining in the Fund, including interest to December 31, 1948, amounted to $21.9 million. In addition there remains a balance of $2.8 million at the credit of your Company in the United Kingdom Government Tonnage Replacement Account. While under the terms of the United Kingdom Liner Requisition Scheme such credits would expire September

(Advertisement)

1952, the Government has under consideration extending the period during which credits will be available with respect to new tonnage laid down. At the end of 1951 your Company had replaced 153,858 of the 242,603 gross tons of shipping which were lost during World War II.

Working capital amounted to $103.9 million, an increase of $14.3 million. There were current assets of $2.28 per dollar of current liabilities.

Premium on Capital and Debenture Stock increased $2.5 million, of which $2.3 million was an adjustment transferring to Profit and Loss Account the interest paid in the years 1928 to 1930 on instalment subscriptions to Ordinary Stock.

Finance

The amount of serial equipment obligations discharged during the year was $12.0 million.

On February 15, $4.7 million 3½% Convertible Collateral Trust Bonds matured, and funds for their redemption were deposited with the Trustee.

Convertible Fifteen Year 3½% Collateral Trust Bonds, dated October 1, 1951, were issued and sold in the principal amount of $30 million, secured by pledge of $36 million principal amount of Consolidated Debenture Stock. These bonds are callable on or after October 1, 1952, up to and including October 1, 1954, at 103%; thereafter up to and including October 1, 1964, at percentages reducing by one-half of one per cent each two years; and thereafter at 100%; plus accrued interest in each case. The holders have the right at any time commencing April 1, 1952, and up to and including April 1, 1959, to convert their bonds into shares of Ordinary Capital Stock in the ratio of 29 shares of the par value of $25 each to each $1,000 principal amount of the bonds. During the year £591,890 of Consolidated Debenture Stock was purchased and retired.

These transactions resulted in a net increase of $13.3 million in funded debt, an increase of $29.9 million in the amount of Consolidated Debenture Stock pledged as collateral, and a decrease of $2.9 million in the amount of Consolidated Debenture Stock outstanding in the hands of the public.

Air Lines

The gross revenues of your Air Lines increased 52%. Operations in Canada and over the Pacific both showed improvement. The net profit amounted to $1.1 million, an increase of $880,000.

Gross revenues from operations in Canada increased chiefly as a result of greater traffic volume. Those from Pacific operations were greater because the more frequent service to Tokyo was in effect for a full twelve months.

Additional licences have been obtained to permit the extension of operations to the Kitimat aluminum project in British Columbia, and to the uranium exploration centre at Goldfields in Northern Saskatchewan. Service to the Red Lake area was discontinued in June upon relinquishment of the licence. At the close of the year the South Pacific service was extended to include Auckland, New Zealand.

Delivery of two De Havilland "Comet" jet-propelled aircraft is expected in 1952, and six Douglas DC-6's have been ordered for delivery in 1952 and 1953. Three Canadair Four's were sold, and were temporarily replaced by Douglas DC-4's.

United States Subsidiaries

A dividend amounting to $379,000 was received by your Company from the Soo Line, out of earnings of that Company for 1950. The net income of the Soo Line in 1951, after provision for fixed and contingent charges, amounted to $1.9 million, an increase of $323,000.

Interest amounting to $178,000 for 1950 was received in respect of your holding of First Mortgage Income Bonds of The Duluth, South Shore and Atlantic Railroad Company. The net income of the South Shore in 1951, after fixed and contingent charges, amounted to $382,000, a decrease of $306,000.

Rates

On July 4, the Board of Transport Commissioners, acting on an application dated December 21, 1950, authorized Canadian railways to make an interim increase of 12% in class and commodity rates within Canada with graduated increases in cents per ton on coal and coke. With the coming into force of this interim increase on July 26, the average effective rate on all intra-Canadian traffic, including grain in Western Canada which has not been subject to any of the post-war increases, was 42.3% above pre-war level.

On January 25, 1952, the Board authorized a final increase of 17%, in lieu of the interim increase of 12%. Exceptions from the percentage increase were made in the case of potatoes and coal and coke for which no increase additional to that allowed by the interim order was authorized, and in the case of fuel-wood, sand and gravel and crushed stone for which increases in cents per ton were authorized. Following complaints from shippers, the Board later issued an amending order substituting the 17% increase for the cents-per-ton increases previously authorized on sand and gravel and crushed stone. Tariffs giving effect to the order went into effect on February 11, 1952. Authority to maintain these rates extends only until August 31, 1953, unless sooner changed, cancelled or amended by the Board.

An application to increase the rates on grain and grain products moving between points within Western Canada, which was originally included in the application of December 21, 1950, remains before the Board for separate hearing. That portion of the application of December 21, 1950, which requested that the Board of Transport Commissioners should establish for your Company a rate base and should fix a fair rate of return on such rate base, is, by direction of the Board, to be set down for hearing as a separate application.

Rates on international, overhead and certain import and export traffic were increased on April 4 as a result of an interim increase, averaging 2.4%, granted United States railroads and made applicable in Canada by authority of the Board of Transport Commissioners. This interim increase was superseded August 28 by a final increase averaging 6.6%.

Increases were also made during the year in transcontinental and certain other competitive rates, including a number of the "pick-up and delivery" and other truck competitive rates. An agreed charge contract applicable to petroleum and petroleum products from Moose Jaw, Saskatchewan, to points in Manitoba was approved by the Board, and was made effective December 1.

Minimum fares for sleeping and parlor car accommodation were increased in July, and negotiations were initiated with the Department of National Defense for an increase in fares for the transportation of the armed forces. An interim increase in mail rates of 12%, effective from August 1, was authorized by the Post Office Department.

The Royal Tour

Your Company had the privilege of rendering important services in connection with the historic tour of Canada made during October and November by Her Majesty the Queen and His Royal Highness the Duke of Edinburgh. The Royal Train, provided by your Company and the Canadian National, travelled more than 3,000 miles over your lines, and official banquets were held at five of your hotels. Your communication facilities were continuously at the service of press correspondents reporting the tour. The Royal Party returned to England aboard the "Empress of Scotland", flagship of your fleet.

For the Directors,

W. A. Mather,
President.

Montreal, March 10, 1952.

(Advertisement)

Canadian Pacific Railway Company • General Balance Sheet, December 31, 1951

ASSETS

Property Investment:		
Railway, Rolling Stock and Inland Steamships	$1,058,439,155	
Improvements on Leased Property	124,216,933	
Stocks and Bonds—Leased Railway Companies	134,980,235	
Ocean and Coastal Steamships	67,038,254	
Hotel, Communication and Miscellaneous Properties	103,164,396	
		$1,487,838,973
Other Investments:		
Stocks and Bonds—Controlled Companies	$ 72,482,111	
Miscellaneous Investments	46,047,840	
Advances to Controlled and Other Companies	5,996,268	
Mortgages Collectible and Advances to Settlers	1,062,933	
Deferred Payments on Lands and Townsites	6,684,038	
Unsold Lands and Other Properties	8,971,416	
Maintenance Fund	5,000,000	
Insurance Fund	13,188,540	
Steamship Replacement Fund	21,893,405	
		181,326,551
Current Assets:		
Material and Supplies	$ 47,658,333	
Agents' and Conductors' Balances	19,242,096	
Miscellaneous Accounts Receivable	26,622,357	
Government of Canada Securities	47,606,150	
Cash	43,785,391	
		184,914,327
Unadjusted Debits:		
Insurance Prepaid	$ 472,396	
Unamortized Discount on Bonds	3,300,229	
Other Unadjusted Debits	2,185,124	
		5,957,749
		$1,860,037,600

LIABILITIES

Capital Stock:		
Ordinary Stock	$335,000,000	
Preference Stock—4% Non-cumulative	137,256,921	
		$ 472,256,921
Perpetual 4% Consolidated Debenture Stock	$360,529,197	
Less: Pledged as collateral to bonds and equipment obligations	67,971,500	
		292,557,697
Funded Debt		99,045,000
Current Liabilities:		
Pay Rolls	$ 9,799,072	
Audited Vouchers	17,651,097	
Net Traffic Balances	3,949,884	
Miscellaneous Accounts Payable	10,805,995	
Accrued Fixed Charges	878,399	
Unmatured Dividends Declared	11,697,083	
Other Current Liabilities	26,273,636	
		81,055,166
Deferred Liabilities		3,241,792
Reserves and Unadjusted Credits:		
Maintenance Reserves	$ 5,000,000	
Depreciation Reserves	513,159,220	
Investment Reserves	2,940,483	
Insurance Reserve	13,188,540	
Contingent Reserves	4,118,819	
Unadjusted Credits	9,835,347	
		548,242,409
Premium on Capital and Debenture Stock		36,960,154
Land Surplus		73,731,129
Profit and Loss Balance		252,947,332
		$1,860,037,600

ERIC A. LESLIE,
Vice-President and Comptroller

TO THE SHAREHOLDERS,
CANADIAN PACIFIC RAILWAY COMPANY:

We have examined the above General Balance Sheet of the Canadian Pacific Railway Company as at December 31, 1951, the Income and Profit and Loss Accounts for the year ending on that date and other related schedules, and have compared them with the books and records of the Company.

The records of the securities owned by the Company at December 31, 1951, were verified by an examination of those securities which were in the custody of its Treasurer and by certificates received from such depositaries as were holding securities in safe custody for the Company.

In our opinion the General Balance Sheet, Income and Profit and Loss Accounts and the other related schedules are properly drawn up so as to present fairly the financial position of the Company at December 31, 1951, and the results of its operations for the year then ended, according to the best of our information and the explanations given to us and as shown by the books of the Company.

PRICE WATERHOUSE & CO.
Chartered Accountants

Montreal, March 7, 1952

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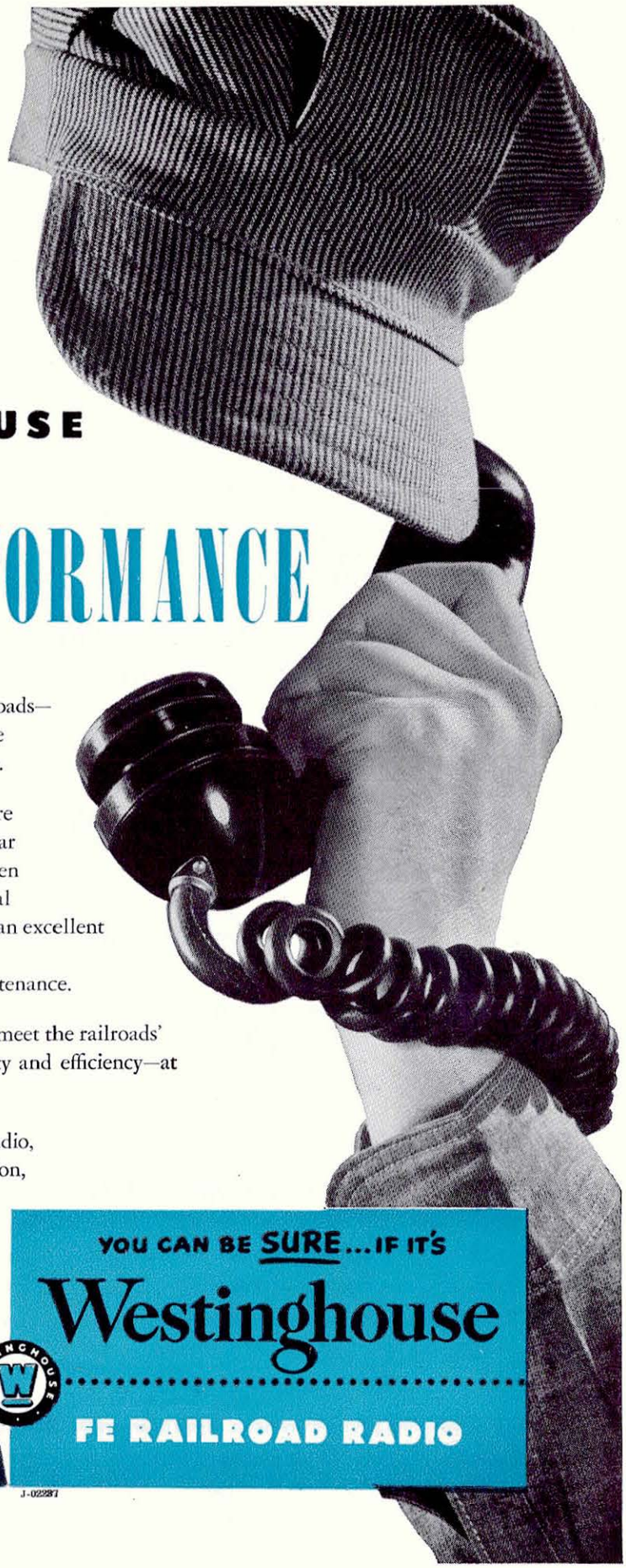
B&O



THE WESTINGHOUSE FE RADIO

PROVEN PERFORMANCE

The Baltimore & Ohio—one of the oldest U. S. railroads—is cooperating in a continuing test program to prove the availability of the Westinghouse Type FE radio.

In April, 1951, two sets of Type FE equipment were installed on the locomotive and caboose of a regular train operating on a 78.9 mile freight run between Baltimore and Brunswick, Maryland. Under typical railroad operating conditions, the FE has produced an excellent record of continuous operation and has required only a minimum of straight-forward, routine maintenance.

The Westinghouse FE Radio is built specifically to meet the railroads' needs for equipment offering maximum availability and efficiency—at minimum maintenance and operating cost.

For the complete story on the finest in railroad radio, write Dept. **A-37,** Westinghouse Electric Corporation, 2519 Wilkens Avenue, Baltimore 3, Maryland.

YOU CAN BE SURE...IF IT'S

Westinghouse

FE RAILROAD RADIO

J-02287

For information on the Westinghouse FE Railroad Radio, write for Booklet B-4748.
DESIGNED FOR AVAILABILITY, *address as above.*

HYATTS

can help Eliminate

The Freight car "Hot Box" problem

Even when labor costs were relatively low and forces more plentiful — train speeds slower—and the pace at a tempo not quite so fast—hot boxes were always a too frequent source of irritation.

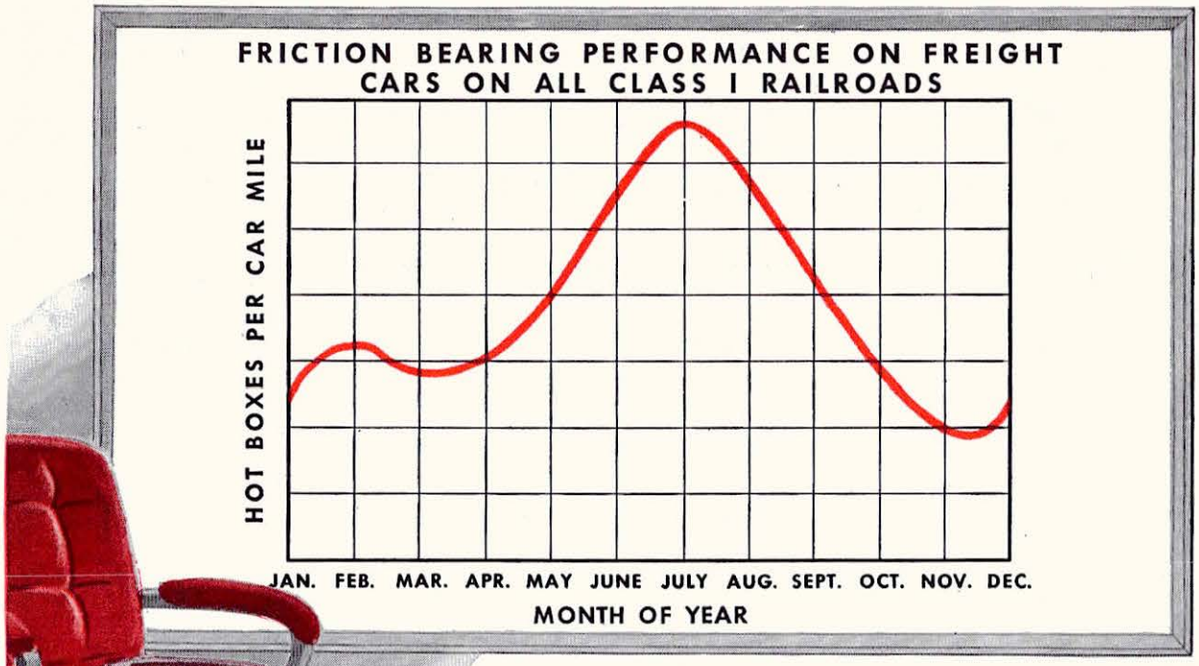
Now, with higher costs of operation, increased movement and the need to meet faster schedules, attention is more sharply focused on the problem of hot boxes.

A very logical solution is the universal adoption of roller bearing journal boxes for all freight cars—those used in interchange and "on line," as well as privately owned. The drain on operating revenues would be materially reduced thereby, and the movement of freight speeded up.

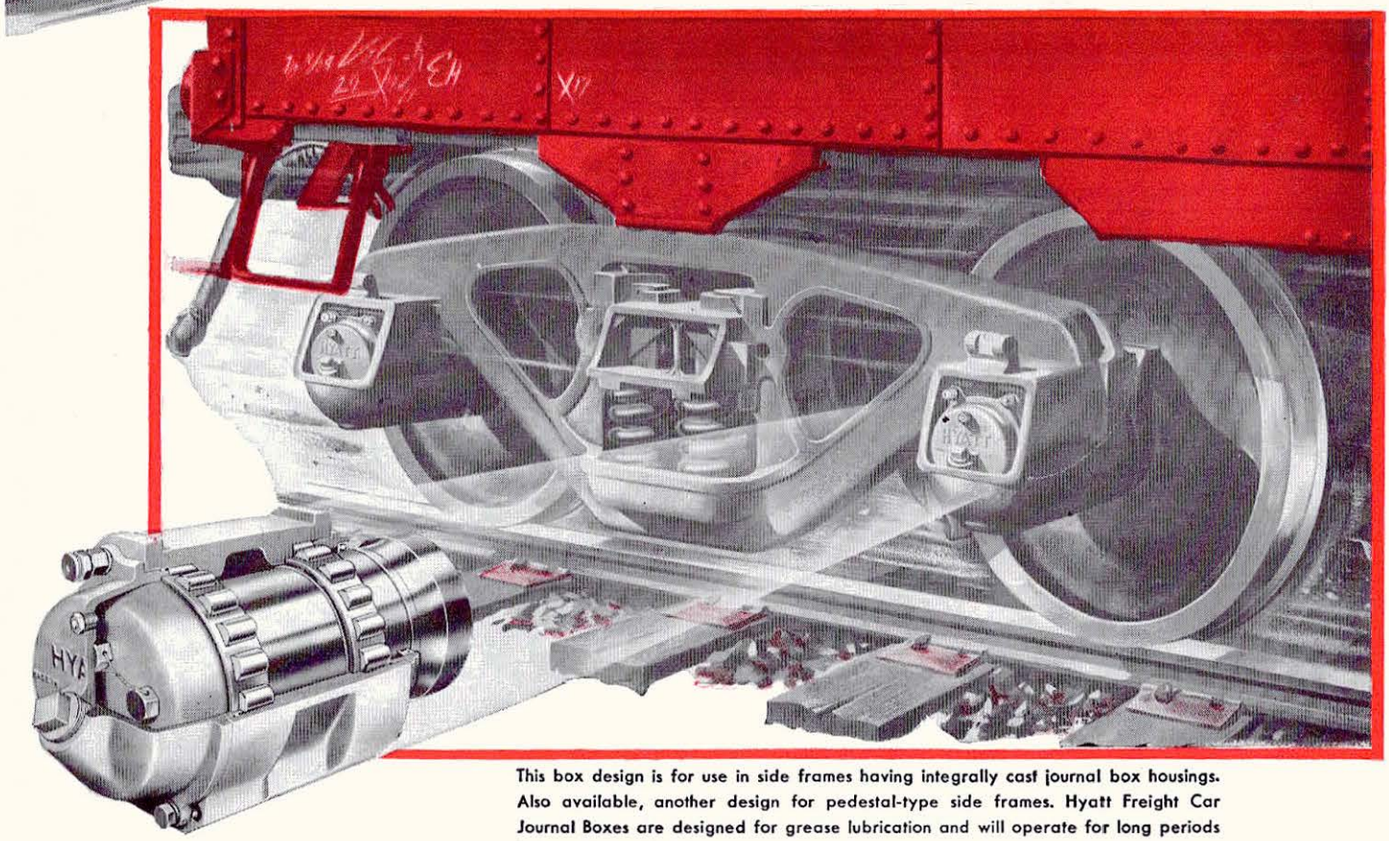
Hyatt now has suitable freight car applications for trucks with boxes integral with the side frame, and also for pedestal-type trucks.

Write us regarding your requirements. Hyatt Bearings Division, General Motors Corporation, Harrison, New Jersey.

HYATT ROLLER BEARING JOURNAL


FRICTION BEARING PERFORMANCE ON FREIGHT CARS ON ALL CLASS I RAILROADS
HOT BOXES PER CAR MILE
JAN. FEB. MAR. APR. MAY JUNE JULY AUG. SEPT. OCT. NOV. DEC.
MONTH OF YEAR

The chart shows the average number of hot boxes on freight cars as reported by Class I railroads over a number of years. The hotter summer months really take their toll.



This box design is for use in side frames having integrally cast journal box housings. Also available, another design for pedestal-type side frames. Hyatt Freight Car Journal Boxes are designed for grease lubrication and will operate for long periods between inspections.

BOXES *for freight cars*

Erie's three keys

1 PEOPLE

Here's a reason why Erie's shipping practices keep loss and damage at a minimum—classes in "perfect shipping" practices. These men are taught how to properly check, load and handle all types of shipments.

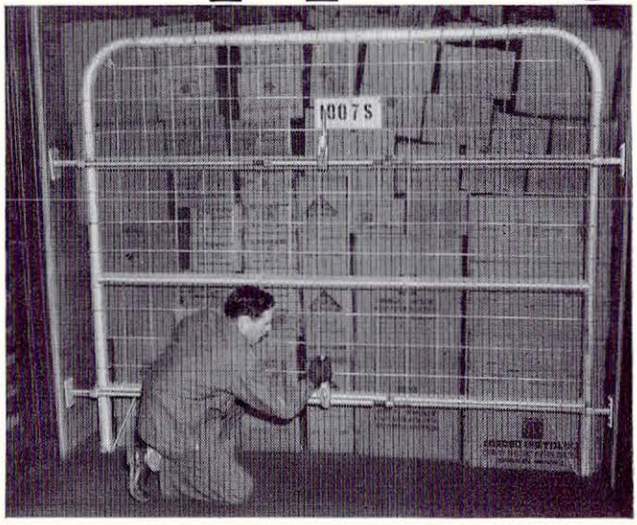
All Erie people are well-trained in the prevention of damage—watching the marking on the cartons and stowing them as directed is important in eliminating damage. Printed guides for agents, checkers, receiving and delivery clerks keep the men up-to-date.

2 TOOLS

Erie uses impact recorders like this to measure irregularities in the ride or in switching that might cause damage to freight. Erie keeps a large number of these in service for this purpose.

Our men go through box cars and remove anchor plates, steel strapping and nails—anything that might cause damage to freight. That's how Erie gets a car ready for loading another shipment.

to good shipping



3 LOADING METHODS

Another example of Erie's great care in loading. Here a special type dolly moves a bulky piece of freight into position in a box car. Erie has invested in many types of special materials handling equipment — all in the interest of good shipping.

Shown here is a steel bulkhead being put in position to prevent damage due to freight shifting in transit. The use of bulkheads is standard procedure on the Erie in certain types of stowing in the interest of good shipping.

This is the 16th year of cooperation between the Shippers Advisory Boards and the railroads in getting at the heart of loss and damage — good shipping practices!

Erie's continuous investment in new equipment and improvements, which include mechanical helps in handling of freight, continue, and Erie's loss and damage prevention meetings to discuss good shipping practices are a permanent feature of our setup.

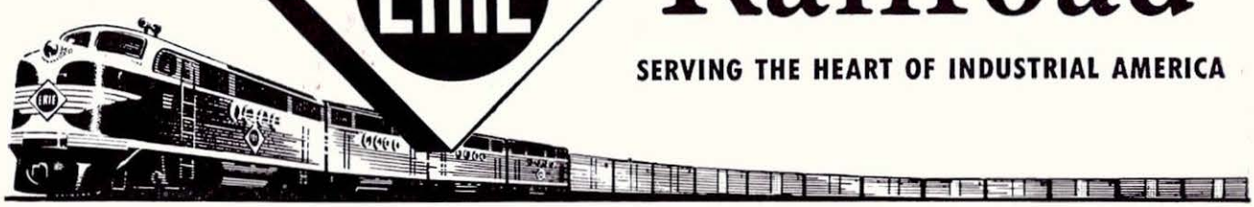
The results are beneficial to everyone concerned — shipping public and railroads alike. We shall continue every effort to make good shipping practices standard procedure on this railroad as an important part of dependable transportation.

Mark of PROGRESS in Railroading...

ERIE

Erie Railroad

SERVING THE HEART OF INDUSTRIAL AMERICA



SWITCHING COSTS SLASHED
DOWN-TIME REDUCED

COMPARISON OF OPERATING COSTS OF LOCOMOTIVES FOR YEAR

BASED ON MONTHLY AVERAGE

APRIL 1951

STEAM LOCOMOTIVE	Year	DIESEL LOCOMOTIVE	Year
134,886 Gal. Fuel Oil	5583.84	13,296 Gal. Diesel Oil	462.56
378 Gal. Lubricating Oil (1949)	209.46	493 Gal. Lubricating Oil	310.59
30 Gal. Kerosene	3.90	40 Gal. Spirits	6.40
80 Lb. Grease	7.20	74 Lb. Grease	6.72
Direct Repairs (Average for 20 years)	2023.94	Direct Repairs (19 mos. $904.25)	571.08
Wash out boiler and blow flues once each five weeks (four men on premium day)	681.60	Not necessary	—
Beginning of each week engineer started four hours before time crew started.	590.72	Not necessary	—
Total	$9100.66	Total	$2357.35

The cost per gallon used in determining the yearly average of fuel oil used in the steam locomotive is based on the last year it was in operation. All other rates used are current averages.

LOSS IN SERVICE TIME- (ESTIMATED)

STEAM LOCOMOTIVE	Year	DIESEL LOCOMOTIVE	Year
Load up with water	840.0 hours	Not necessary	120.0 hours
Load up with fuel oil	240.0 "	Load up with diesel oil	3.0 "
Estimated time off track	60.0 "	Estimated time off track	123.0 hours
Total	1140.0 hours	Total	

BALDWIN BLH LIMA-HAMILTON WESTINGHOUSE

BALDWIN-Westinghouse

DIESEL-ELECTRIC LOCOMOTIVES

74%
89%

How about comparing this switching record with yours?

Cost of the switching operation at General Steel Castings Corporation reduced by $7,000 annually! Availability of the locomotive increased a thousand hours in the same period!

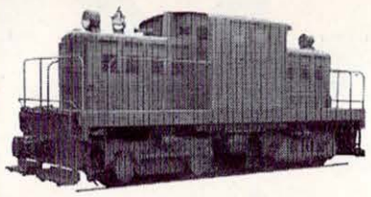
Money-saving records like these, plus cleanliness, employee comfort and satisfaction, operating flexibility and other advantages of modern motive power, account for the growing popularity of Baldwin Diesel Locomotives.

With material and labor costs on the increase, management today is seeking every available means to introduce new operating economies. In your case, perhaps, a new Baldwin may partly solve the problem of mounting costs. When may we talk to you about your locomotive needs?

Baldwin-Lima-Hamilton Corporation, Philadelphia 42, Pennsylvania, U. S. A., Offices in Principal Cities.

WHATEVER THE JOB there's a Baldwin Locomotive to do it.....

INDUSTRIAL SERVICE

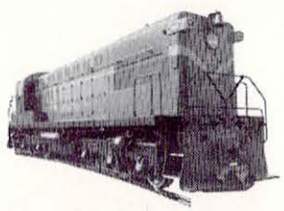


Diesel-hydraulic Locomotives from 12 to 45 tons
Diesel-electric Locomotives from 25 to 95 tons
Diesel-mechanical Locomotives in 5 and 8 tons

MINING SERVICE

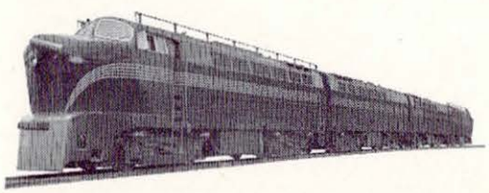
Electric-trolley
Storage Battery

RAILROAD SWITCHING and ALL-SERVICE



300-hp, 450-hp and 600-hp light Switchers
800-hp and 1200-hp Switchers
1200-hp Road Switching Locomotives
1600-hp All-Service Locomotives
2400-hp Road Transfer Locomotives

ROAD FREIGHT SERVICE



1600-hp Road Freight Units used singly or in multiple.

When a shipment's got to to get you

P. S. You can help us do a better job when you make sure your carload freight is properly wrapped, crated, stowed and braced for perfect shipping!

get there out from under

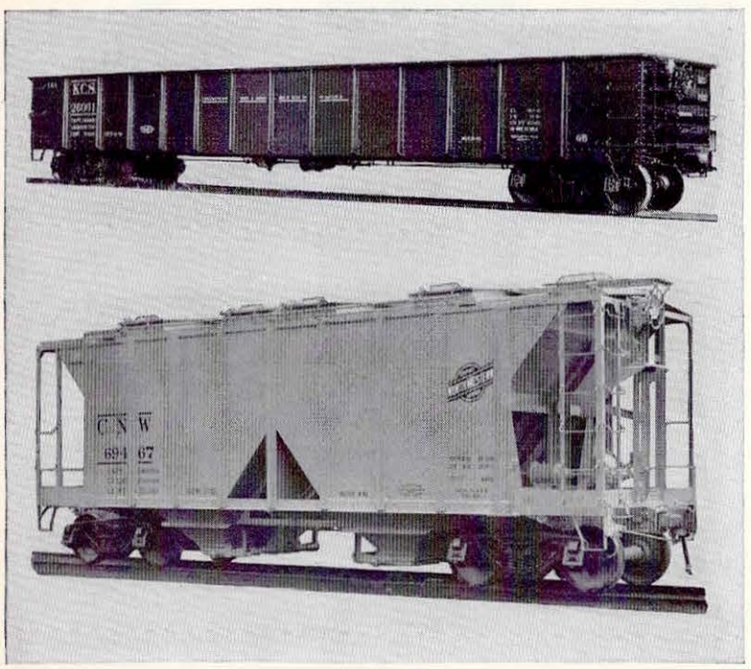
Call Santa Fe

Your Santa Fe freight man knows how to make your hard shipping jobs look easy—and how to handle your common jobs uncommonly well. Call him today—find out how easy it is to *ship via Santa Fe all the way!*

F. H. ROCKWELL
General Freight Traffic Manager
Santa Fe System Lines, Chicago

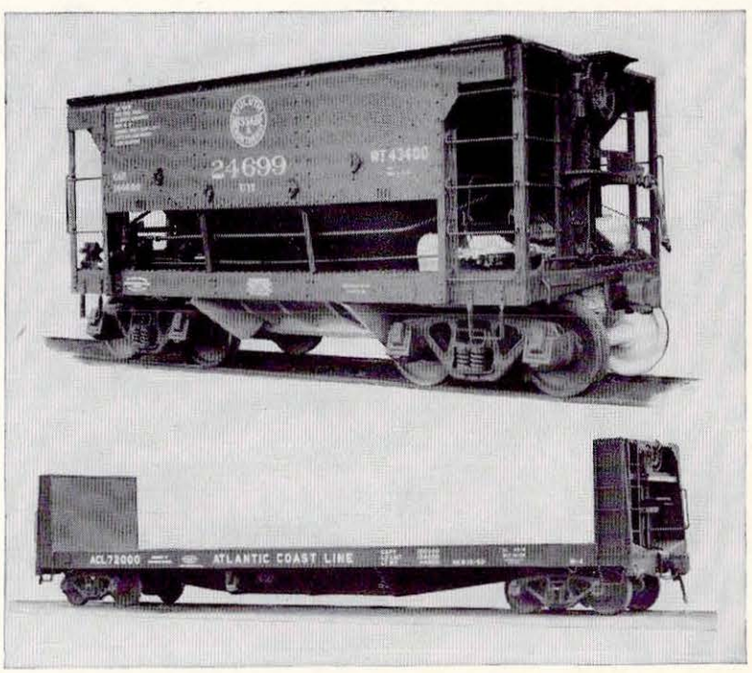
Two years ago Pullman-Standard designed and built 2000 all-welded hoppers for the L&N . . . cars with features that were well ahead of their time.

After thousands of miles of tough service on line, the L&N has now *reordered* a total of 3000! Here's *proof* that cars built to the "PULLMAN" standard earn repeat orders!



Top: **Three roads,** the MKT, KCS and CGW, pooled orders—for a production run of 1200 gondolas.

Bottom: **70 Ton Covered Hopper car . . .** 2082 produced at two Pullman-Standard plants for thirteen roads and two shippers.



Top: **Iron ore cars** for the DM&IR—1500 more of these cars are just being delivered!

Bottom: **Just completed,** an order for 50-ton all-steel pulpwood cars with ¼″ plate floors and built-up end racks.

SUBSIDIARY OF

CAR BUILDING DIVISION **PULLMAN**

BIRMINGHAM • CLEVELAND • PITTSBURGH • **79 EAST ADAMS STREET**

Bring your freight car problems

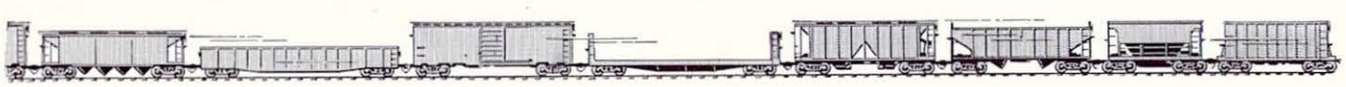
Whether it's hauling anthracite or zircon—or anything in between—there's nothing that takes such consistent day-to-day punishment as the freight car. It's welcomed with open switches one day—humped and hurried on its way the next. And so, every road has a freight car problem . . . even if it's mainly one of buying cars that are designed to keep pace with steadily increasing loads, speeds and car miles per day.

to the high production shops

It takes a very special kind of concentration to anticipate what could happen to a freight car on a run, say, from Boston to San Diego. It takes, for example, a never-ending study of "on-line" operation conditions, not just on one road but on all types of roads where many different kinds of lading and hauling problems develop. More and more roads are coming to the conclusion that they would rather share these problems with Pullman-Standard. And, they have proved to themselves, too, that it is more economical to have cars produced in Pullman-Standard car shops, where a specialty of building freight cars permits many custom-designed, cost-reducing machines and fixtures that wouldn't be practical in the shops of individual roads.

of the world's largest car builder

These factors explain in part why Pullman-Standard is the world's largest designer and builder of freight cars. We take a measure of pride in our size—not because of mere size itself—but in the standards that made us grow. We can build freight cars to our designs—or to your specifications—and, in either case, build them well. And, cars that are built to the "PULLMAN" standard are cars that earn repeat orders!

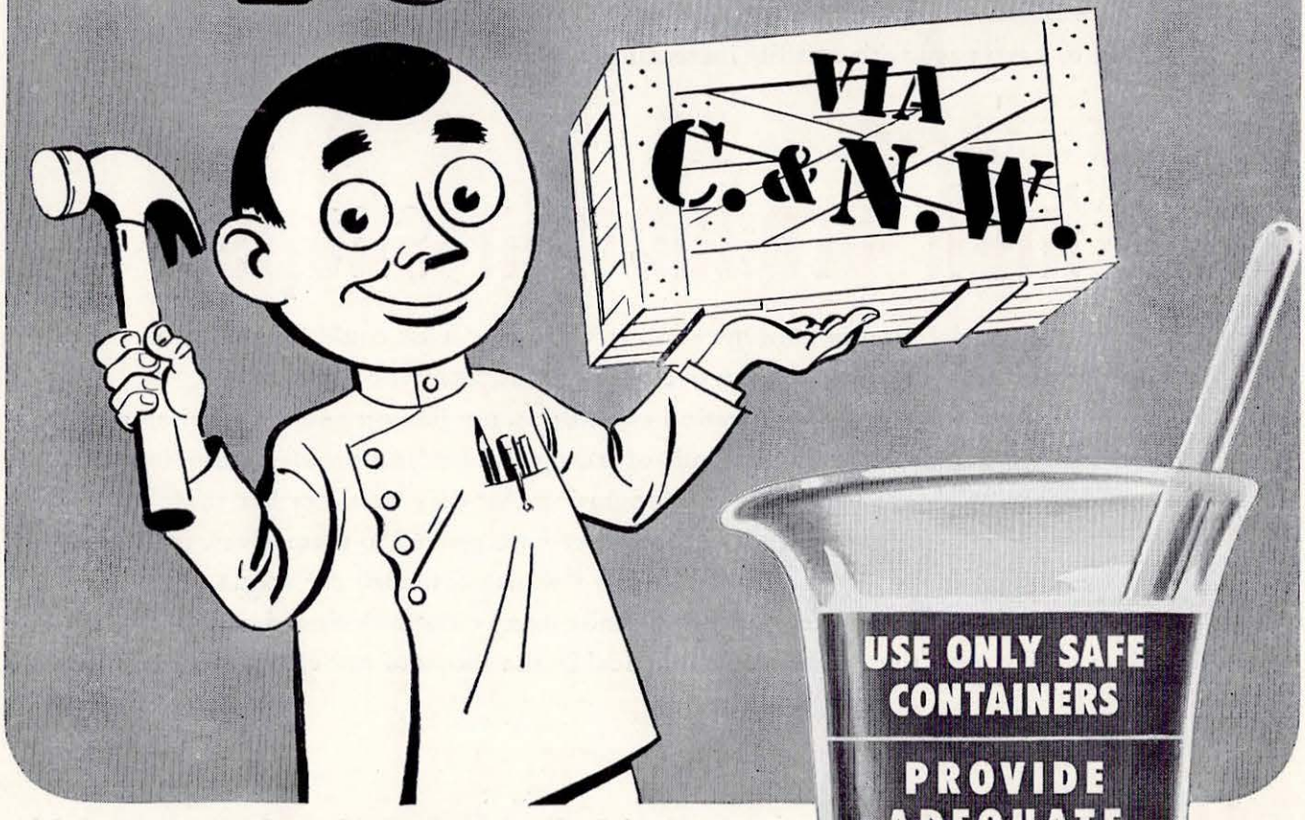


PULLMAN INC.,

STANDARD CAR MANUFACTURING COMPANY

CHICAGO 3, ILL. • NEW YORK • SAN FRANCISCO • WASHINGTON

Rx for PERFECT SHIPPING



USE ONLY SAFE CONTAINERS

PROVIDE ADEQUATE PACKING

MARK CLEARLY

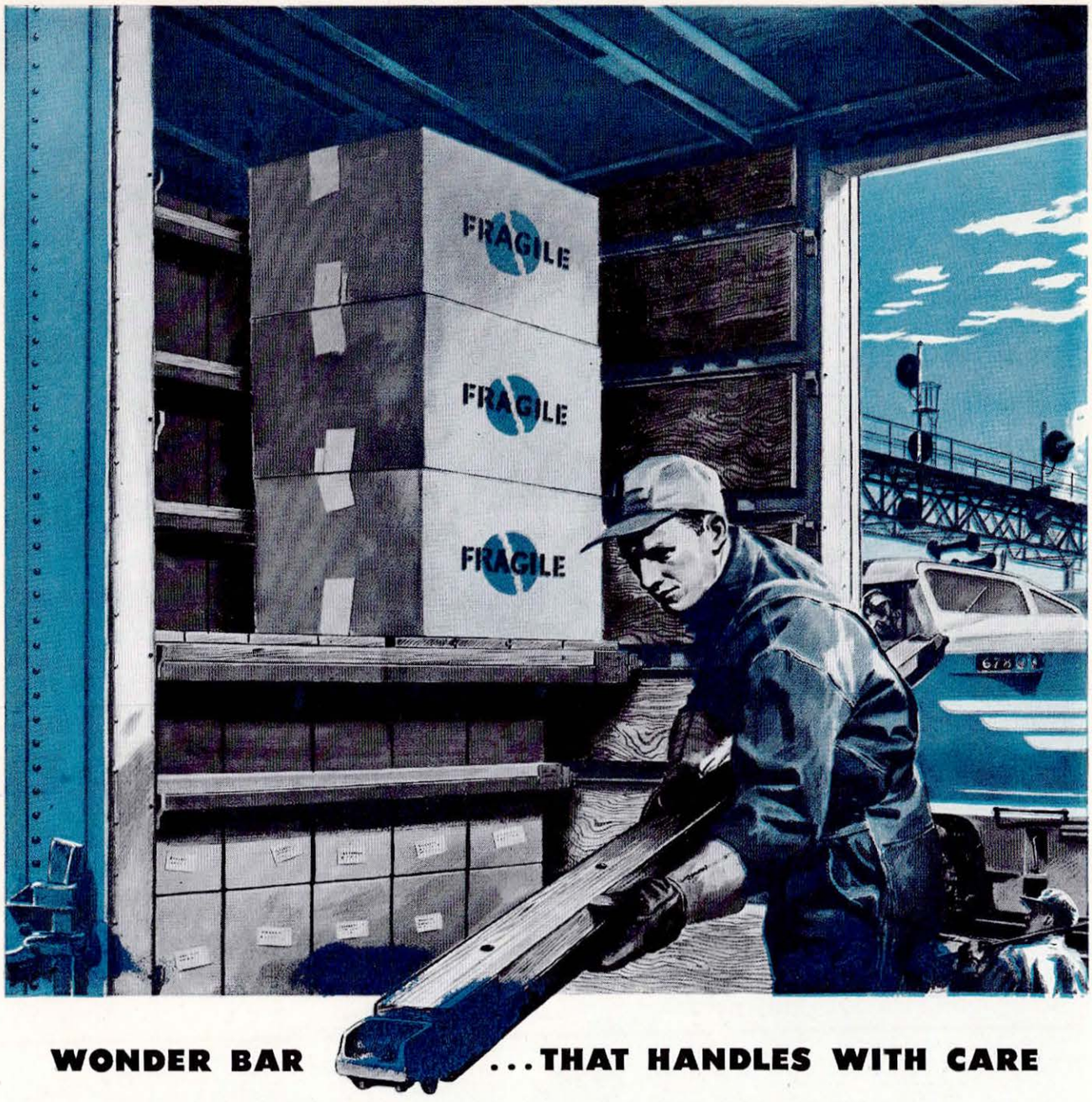
LOAD CARS COMPACTLY

BRACE AND BLOCK SECURELY

Specify "North Western" for Careful Handling

CHICAGO and NORTH WESTERN SYSTEM

CHICAGO and NORTH WESTERN SYSTEM



WONDER BAR ...THAT HANDLES WITH CARE

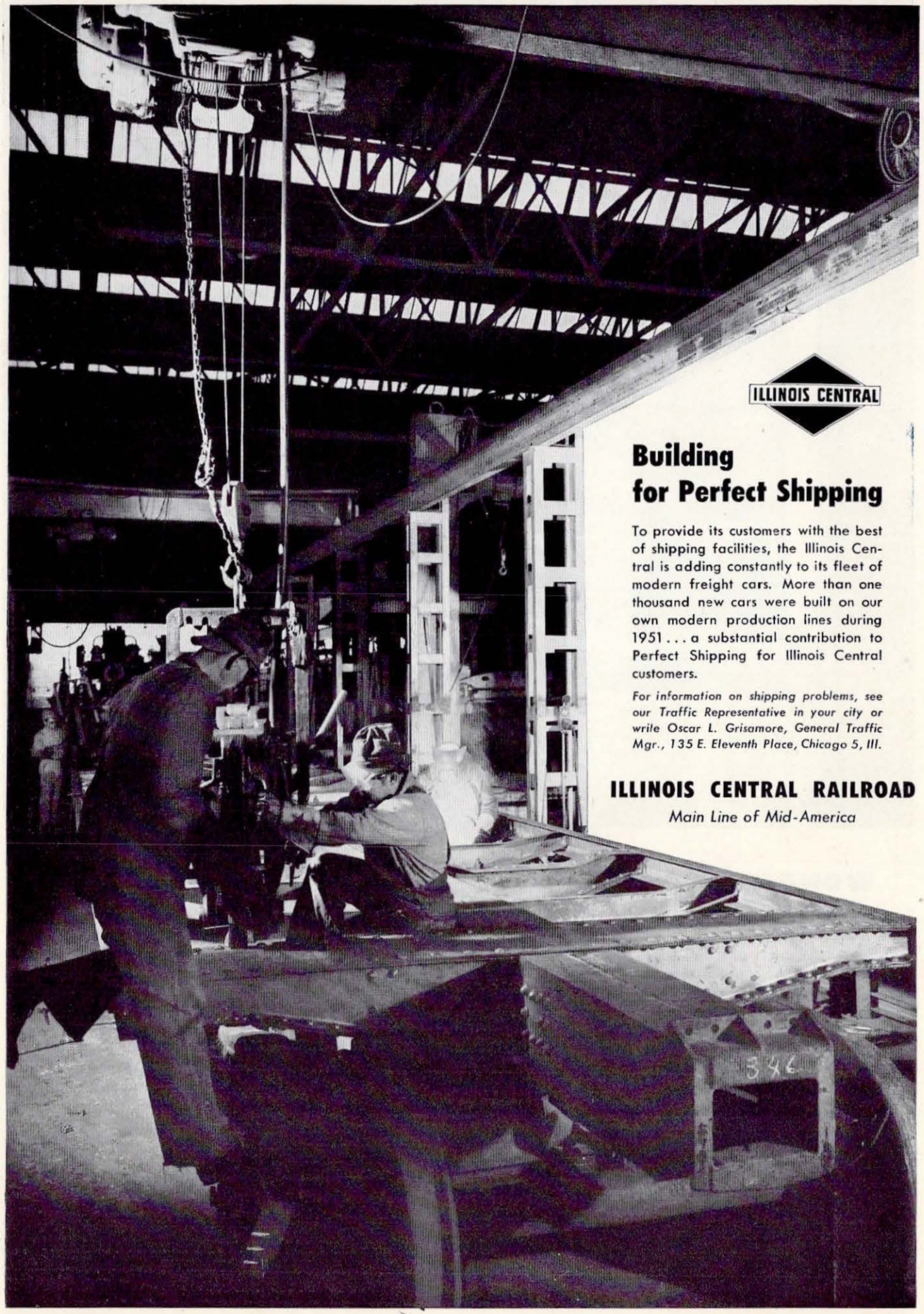
You're looking at a major innovation in modern railroading—one of the basic cross bars of the Evans DF Loader which can be handled by one man. This advanced equipment, installed in standard box cars, eliminates costly blocking and strapping, yet locks in lading so firmly that it reduces damage to the vanishing point.

Results? Shippers save millions by eliminating old-fashioned dunnage and the labor needed to install it. Railroads save more millions in damage payments, and in reduced damage to rolling stock. Further, cars equipped with DF Loaders earn more revenue; they are loaded heavier and turned around faster.

The DF Loader—the Damage Free, Dunnage Free Loader—*secures* loads against shifting . . . *supports* loads to prevent crushing . . . *separates* loads into solid sections. The latest achievement of Evans *loading engineering*, it is available at no extra cost in cars supplied by 21 Class I railroads. To learn how this modern equipment can earn extra profits for your organization, consult *Evans Products Company, Railroad Loading & Equipment Division, Dept. E-1, Plymouth, Michigan.*

EVANS LOADING AND RAILROAD EQUIPMENT

RETURNS REVENUE TO THE RAILS



ILLINOIS CENTRAL

Building for Perfect Shipping

To provide its customers with the best of shipping facilities, the Illinois Central is adding constantly to its fleet of modern freight cars. More than one thousand new cars were built on our own modern production lines during 1951 . . . a substantial contribution to Perfect Shipping for Illinois Central customers.

For information on shipping problems, see our Traffic Representative in your city or write Oscar L. Grisamore, General Traffic Mgr., 135 E. Eleventh Place, Chicago 5, Ill.

ILLINOIS CENTRAL RAILROAD

Main Line of Mid-America

Out in Front—

WITH

Unicel

The first radically new freight car in 52 years, Unicel is another example of the demonstrated leadership of Pressed Steel Car Company.

Recognizing that something had to be done, if the car shortage was to be licked, Pressed Steel Car Company engineers developed this brilliant new application of a process known as cellular lamination. Using considerably less steel, less critical manpower, and requiring fewer repairs, the Unicel Car is Bigger, Stronger, and Lighter than Conventional Cars!

We would be pleased to provide you with more information on request.

PRESSED STEEL CAR COMPANY, INC.

6 NORTH MICHIGAN AVE., CHICAGO, ILLINOIS

How Lackawanna Educates its Employees to Safeguard Your Freight

In freight house stations all along the Lackawanna, eye-catching cartoons constantly remind employees to *handle shipments with care!* These posters are part of Lackawanna's intensive educational program to make 1952 the outstanding year for *perfect shipping!* This campaign has 3 primary objectives:

1. To better acquaint all concerned with the seriousness of the situation.

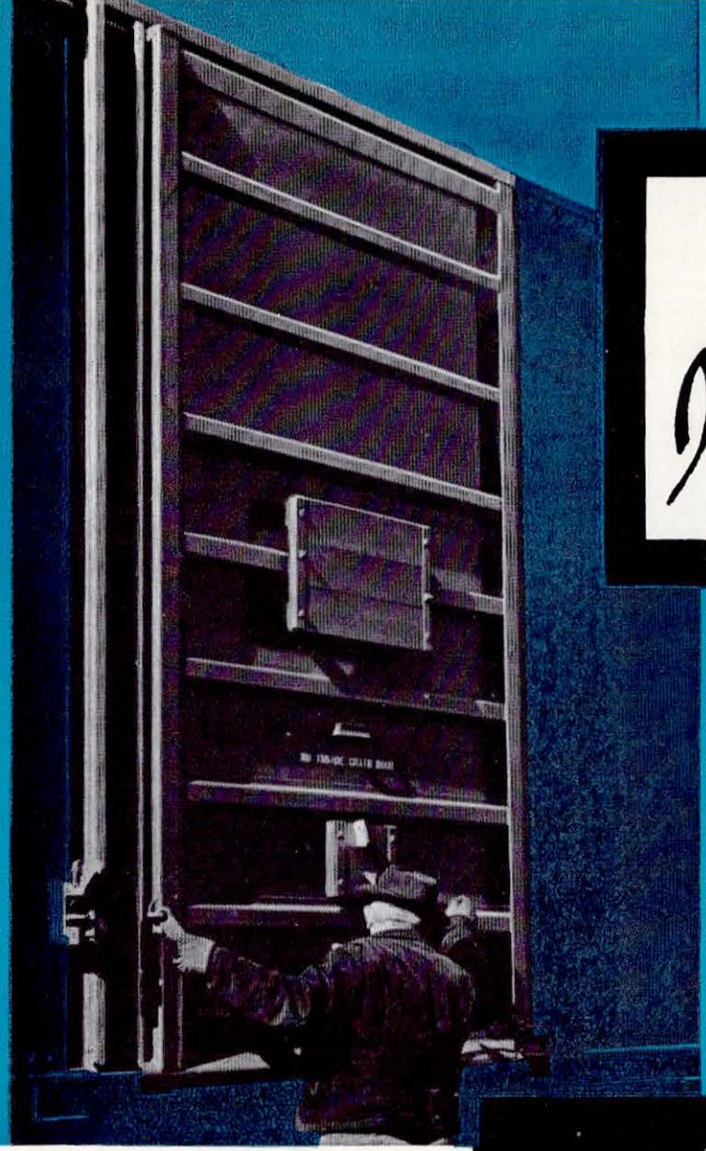
2. To enlist the aid of every employee in better car handling.

3. To organize procedures which will insure lasting improvement.

Thus, intelligent supervision and competent personnel are combined with the most modern mechanized equipment to provide perfect shipping.

Lackawanna Railroad

SHIPPERS WHO ARE IN THE KNOW, CHOOSE THE ROUTE OF PHOEBE SNOW



International's UTILITY SIDE DOOR

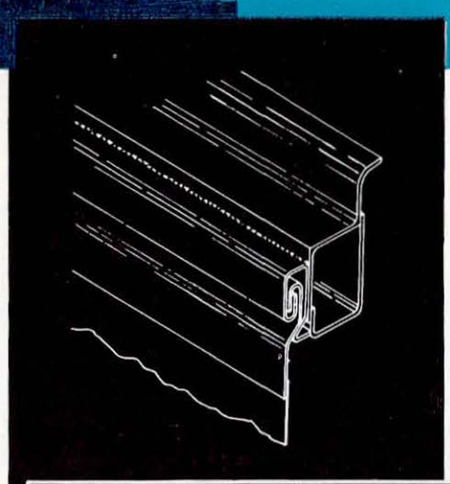
Positive Interlocking Top and Bottom

"There's a new precision in freight car construction!"

International Steel engineers include "vision", "research" and "design" in their definition of "construction."

The physical construction of the *Utility Side Door*, for instance, is of the same quality as the most meticulously composed underframe or car side. But beyond this precise fabrication technique inherent in *all International* products are the vision, research and engineering which add more than durability or dollars to their value.

The Utility Side Door is an excellent example. Though competitive in price, it is beyond competition in construction *and* design. Note the detailed description of the positive interlocking features at the right as one point in proof.



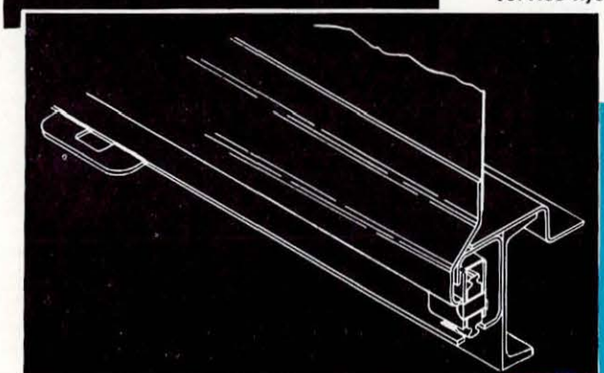
Note that the top retainer is welded to become an integral part of the car structure. The overlapping interlocked top door panel is positive insurance against disengagement.

The retaining flanges are relatively dimensioned so that it is impossible for the door to become disengaged from the car structure.

At the bottom of the door, the roller housing is welded into an integral part of the door panel and overlaps the retaining flange of the track.

After the doors are entered from the end of the top retainer and bottom track, the ends of these members are closed by the application of gusseted angle stops.

Drop-forged rollers, hardened and ground axles, lubricant-impregnated sinterized bronze bearings—all to assure ease in operation and long maintenance-free service life.



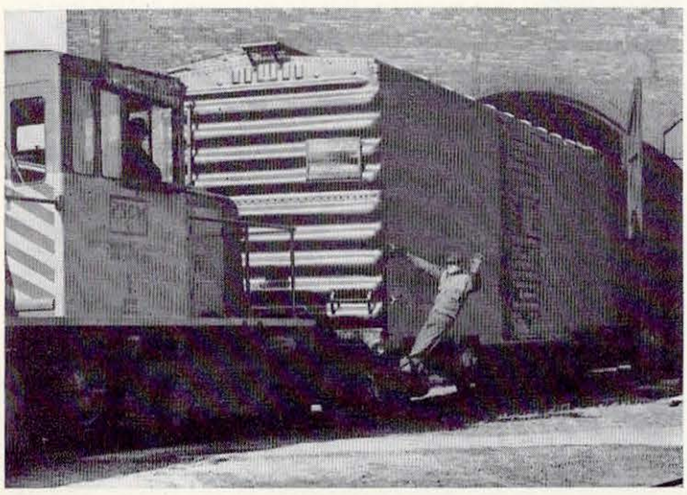
International's All-Purpose Bulk Lading Door. In addition to the positive interlocking feature, this door has a grain loading and inspection door in the upper portion, and *requires no inside grain door for any lading!*

International Steel

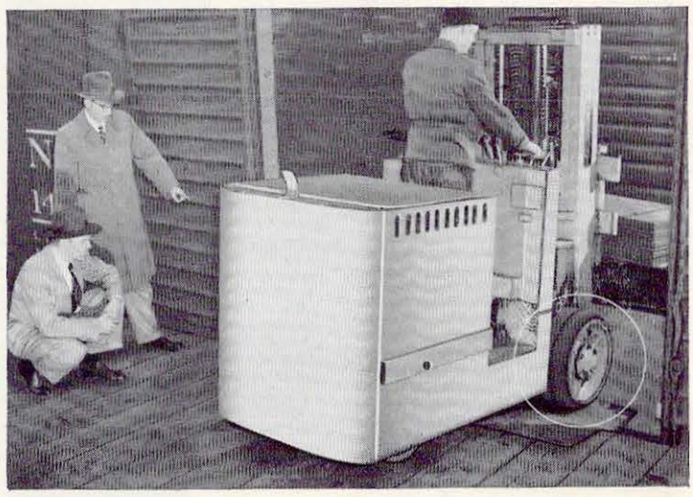
RAILWAY DIVISION

Evansville 7, Indiana

Testing jig . . . one of many specially built by Pullman-Standard. It duplicates the floor loading conditions found "on-line". A hydraulic device permits up to 40,000 pounds of force to be applied to the curved shoe, representing a truck wheel. This and numerous other tests led to a stronger PS-1 floor . . . a floor with 6 stringers instead of 4, plus a cross-tie.



One car ordered . . . one car being delivered! Steady production of as many as 1,000 PS-1s per month makes an order for 1—or 3,000 freight cars possible and practical for the first time. Each PS-1 is a completely standardized car—and each is built to the specifications of Pullman-Standard.



Pullman-Standard engineers traveled over 112,000 miles last year, for facts on box car operating conditions. Above: data on truck wheel loadings were used by our Research and Development engineers in designing PS-1 floors to stand up under heavier materials handling equipment carrying heavier loads.

SUBSIDIARY OF

CAR BUILDING DIVISION **PULLMAN—**

BIRMINGHAM · CLEVELAND · PITTSBURGH · **79 EAST ADAMS STREET**

Your operating problems

A freight car is necessarily subjected to tough service . . . and service conditions that are constantly changing. By duplicating "on-line" service in the laboratory, Pullman-Standard Research and Development actually anticipate problems . . ."beat them to the draw" in keeping the standardized PS-1 in a continuous state of evolution.

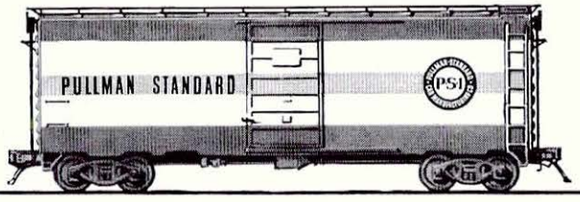
keep the PS-1

For example, field investigation by Pullman-Standard engineers disclosed that stronger floors were needed to stand up under heavier loadings and heavier loading trucks. The testing jig you see at left was specially built even to the point of being equipped with hydraulic devices to duplicate wheel loadings of materials handling equipment. This activity resulted in adding two floor stringers and a cross-tie, which increased the ability of the PS-1 to withstand prevalent floor loading conditions.

up to the "PULLMAN" standard

It's true that the PS-1 is being produced at an unprecedented rate . . . but it's equally true that quality goes along with quantity. That explains in part why a significant percentage of the 49,329 PS-1s ordered as of January 1st are repeat orders! If you are interested in faster delivery of a top-flight box car—at lower costs—get the facts on the PS-1!

The RECORD BREAKING PS-1



PULLMAN INC.,

STANDARD CAR MANUFACTURING COMPANY

CHICAGO 3, ILL. · NEW YORK · SAN FRANCISCO · WASHINGTON

In and Out of the Shops *Quicker*—

another advantage of WIX Engineered Filtration

• WIX Engineered Filtration for lubricating and fuel oil offers many *plus* features that add up to real economies . . . engineered construction . . . precision assembly . . . controlled density . . . uniform quality . . . selection of filtrants . . . built-in sealing gaskets.

It may seem a small matter — but selection of the Oil Filter Cartridge best suited to YOUR service conditions can make a BIG difference in engine performance and maintenance. WIX Engineered Filtration offers the famous WIX electronically controlled, cotton thread construction — or your choice of two other filtering media proved in railroad operation. Thus you may select in WIX Oil Filter Cartridges, that formula which is best suited to your individual service . . .

—for your particular lubricating and fuel oil
—for your practice in filter change intervals
—for your road and service conditions

Keep your Diesel engine performance UP and maintenance DOWN with WIX Engineered Filtration. Whether your filtration problems concern freight, passenger or switcher units . . . or, the engines of maintenance of way equipment, WIX Oil Filter Cartridges will help you in keeping engines out of the shops longer and speed 'em out at overhaul time. Write for particulars on what WIX can do for you — today!

REPRESENTATIVES
CAMPBELL A. BROWN, ATLANTA
W. M. GIBBS RY. SUPPLY CO., CHICAGO
T. C. JOHNSON CO., CLEVELAND
FRANK B. NUGENT CO., ST. PAUL
SHERBURNE CO., BOSTON
ST. LOUIS RY. SUPPLY CO., ST. LOUIS
ROY H. WEBER RY. APPLIANCES, SAN FRANCISCO

wix TRADE MARK REG.

ENGINEERED FILTRATION

RAILROAD OIL FILTERS

WIX ACCESSORIES CORP. • GASTONIA, N. C.

WIX ACCESSORIES CORP. LTD. • TORONTO, CANADA

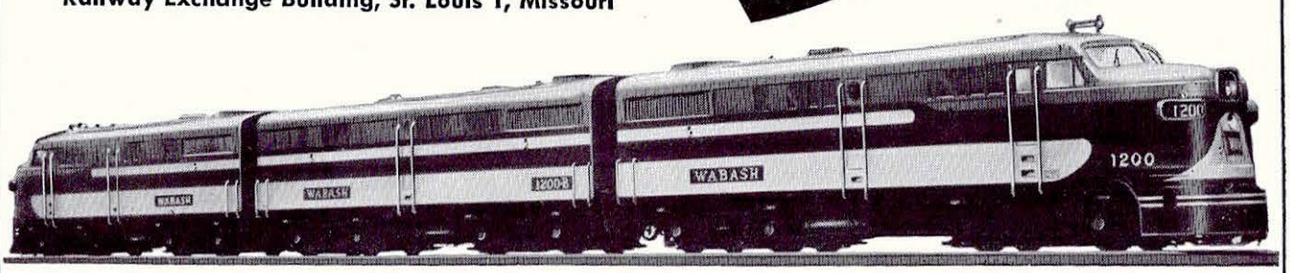
WAREHOUSE STOCKS IN: GASTONIA • ATLANTA • ST. PAUL • CHICAGO • CLEVELAND • ST. LOUIS • OAKLAND

Day by day, WABASH is a Better Way to ship in the

Heart of America

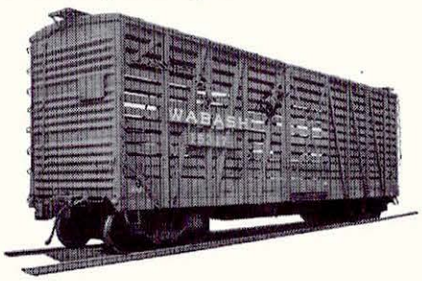
Wabash has a continuing program of modernization which includes freight as well as passenger service. This program . . . already well along on its charted course . . . is improving freight service with new locomotives, and new freight cars. Day by day, this equipment is going into service. Day by day, Wabash becomes a better way to ship in the Heart of America . . . a better way to ship to the ends of the earth. Route your next shipment . . . large or small . . . via Wabash. For details see your nearest Wabash representative . . . or write:

P. A. SPIEGELBERG, Freight Traffic Manager
Railway Exchange Building, St. Louis 1, Missouri

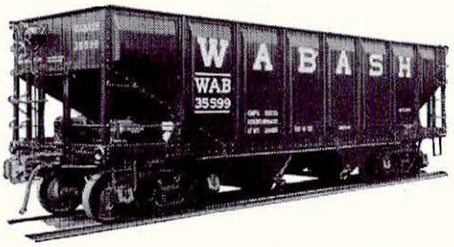


Wabash already has many of these powerful engines in service . . . giving you smoother handling and swifter delivery of freight.

Modern Boxcars on the Wabash provide perfect protection for your freight.



Modern Wabash Stock Cars are the largest used by any U. S. Railroad.

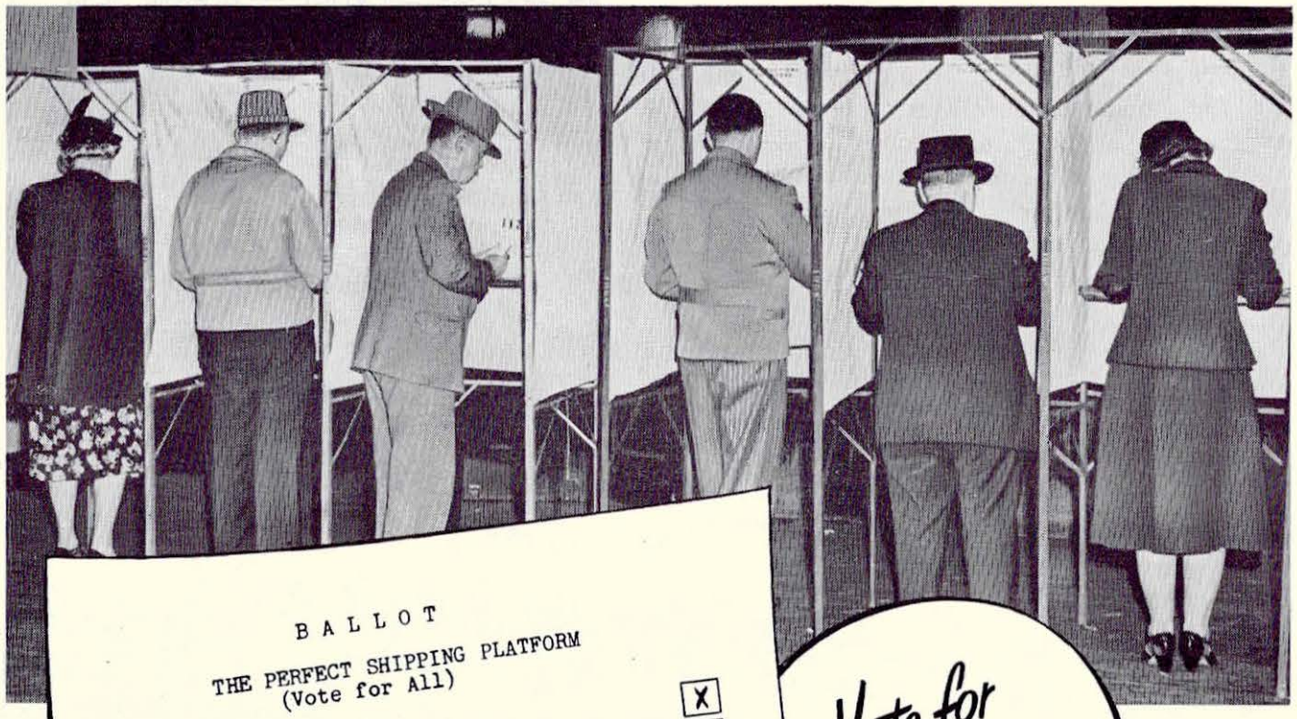


Modern Wabash Cars of other types. Whatever your shipment, Wabash will handle it right.

Modern Service in The Heart of America

WABASH RAILROAD

'52 Election Year



BALLOT

THE PERFECT SHIPPING PLATFORM
(Vote for All)

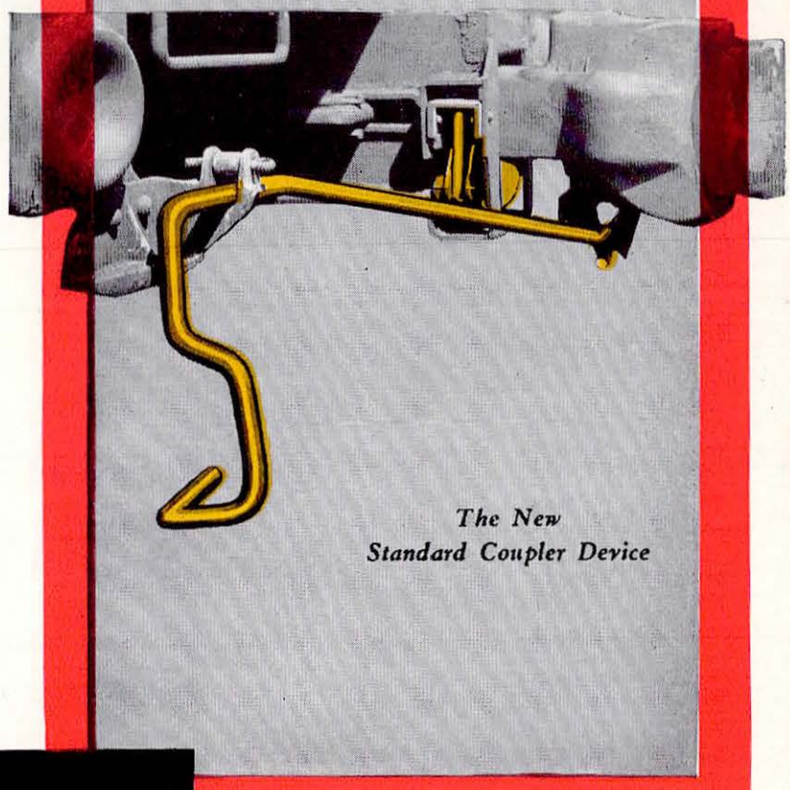
- Proper packaging
- Clear markings
- Remove nails etc. in car
- Cover floor racks
- Suitable loading pattern
- Stow "This Side Up"
- Tight loading
- Bulkhead stop-over cars
- Adequate bracing-blocking
- Doorway protection
- Safe Transit Tests
- Clean cars
- Sound walls-floors-roofs
- Careful car handling

LET'S MAKE EVERY MONTH
"PERFECT SHIPPING MONTH"

O. J. Wullstein, General Claims Agent
Union Pacific Railroad, Omaha 2, Nebraska

BE SPECIFIC: *Ship* UNION PACIFIC

NATURALLY IT'S *Standard*



Standard Coupler Positioning Device with Height Adjustment

The New Standard Coupler Device

These devices multiply Coupler life and efficiency.

Standard RAILWAY EQUIPMENT MANUFACTURING COMPANY

310 South Michigan Ave., Chicago 4 • 247 Park Ave., New York 17

HOBART BUILDING, SAN FRANCISCO • FIRST NATIONAL BANK BUILDING, ST. PAUL

ONE HAND does all the work!

—that leaves one hand free for a safe hold on grab-iron

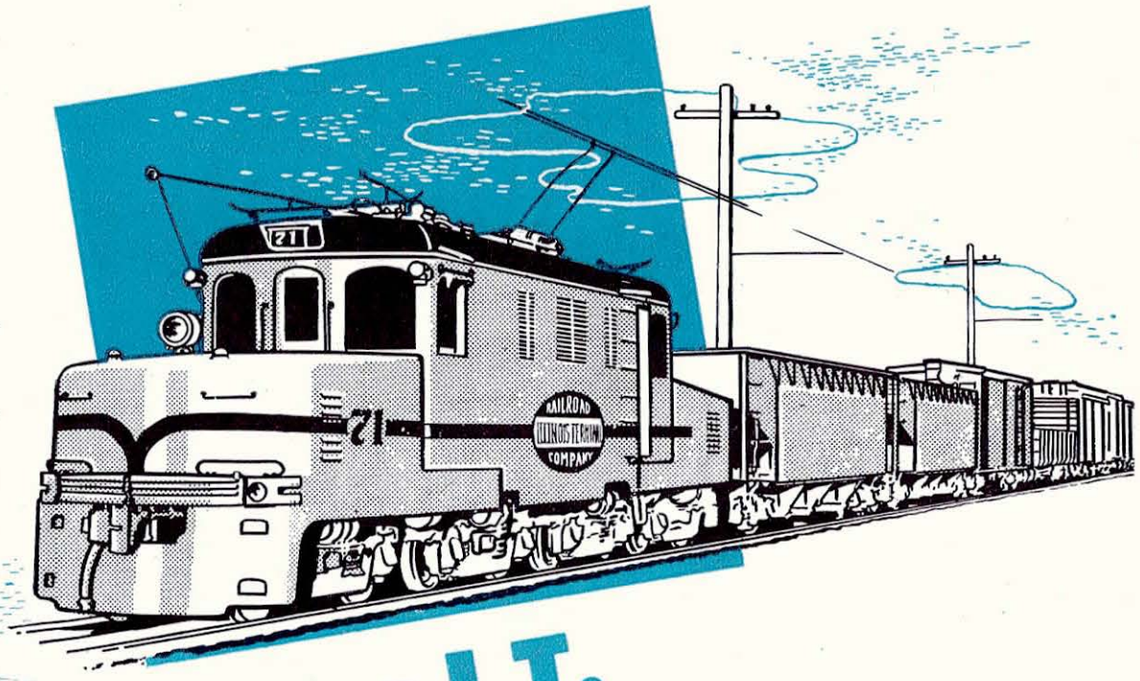
The Equipco Non-Spin Wheel Hand Brake has a single operating member (the brake wheel)—no levers or gadgets to move or figure out. Get all the facts on this safe, new brake that protects trainmen and equipment.

UNARCO

UNION ASBESTOS & RUBBER COMPANY

Equipco Hand Brake Department

332 SOUTH MICHIGAN AVENUE • CHICAGO 4, ILLINOIS



THIS IS I.T.

Four hundred fifty-six miles of modern diesel- and electric-powered railroad providing fast freight service for the "heart of the nation," connecting with all railroads to and from all points.

● REPRESENTATIVES IN 21 PRINCIPAL CITIES . . .

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***We believe the thing to do in Fifty-Two is route your freight shipments via* ILLINOIS TERMINAL**

Vice President—Traffic

710 NORTH TWELFTH BLVD.
ST. LOUIS 1, MISSOURI
CEntral 5300

RAILROAD ILLINOIS TERMINAL COMPANY

Illinois Terminal

Just Eight Parts...

THAT'S THE WHOLE TRICK!

You are looking at four rugged friction shoes and four special Ride-Control springs. Just eight actuating parts per truck! And they are the working parts of the extremely simple, yet positive *control* for the softer, deeper truck springs which give the Ride-Control Truck its famous smoother ride.

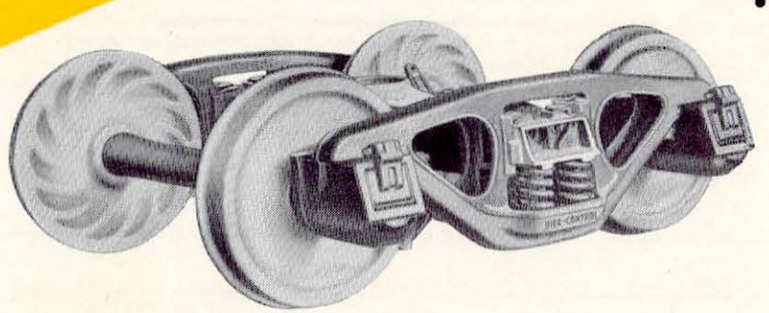
These springs are fitted into the friction shoes, forcing the shoes upward and outward against corresponding wear-plate surfaces on the two side frames of the truck. Friction pressure is *uniform* throughout the entire range of spring travel, both up and down . . . regardless of varying bolster loads or truck spring movements. Thus, *control* is ever present.

Simplicity always has been the watchword! ASF engineers knew that if they could combine long-travel springs with light but constant friction control . . . *and keep it simple* . . . Ride-Control Trucks would give longer service and the lowest possible maintenance costs. And they do!

AMERICAN STEEL FOUNDRIES
410 N. Michigan Ave., Chicago 11, Illinois

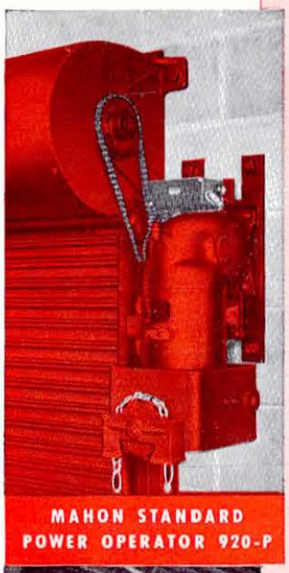
Canadian Sales:
International Equipment Co., Ltd., Montreal 1, Quebec

Mint Mark of ◯ Fine Products

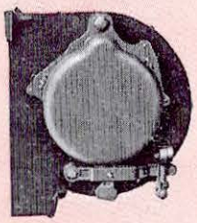


ASF Ride-Control® Truck

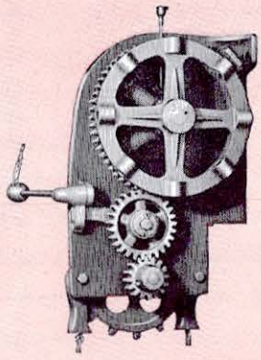
Rolling Steel DOORS



MAHON STANDARD POWER OPERATOR 920-P



Mahon Release Device and Governor on the Automatic Closing Mechanism of a Mahon Rolling Steel Fire Door. Fusible links release the mechanism in case of fire and the door closes automatically.



Mahon Release Device for Chain-Gear Operator on Mahon Mechanically Operated Rolling Steel Fire Doors. Fusing of the Fusible Link, which releases the Automatic Closing Mechanism, simultaneously disengages the Chain-Gear Operator.

Manually, Mechanically, or Power Operated

In the openings between an enclosed loading dock and a large food warehouse illustrated below, twenty-four Mahon automatic closing, Underwriters' Labeled Rolling Steel Fire Doors were installed to protect the contents of the building. These doors are manually operated in normal service, but are equipped with fusible links and an automatic closing device which quickly closes the door in case of fire. Mahon Underwriters' Labeled Rolling Steel Fire Doors, like all other Mahon Rolling Steel Doors, occupy no usable space inside or outside the opening . . . they are built to give a lifetime of trouble-free service . . . for instance, the galvanized steel for the interlocking curtain slats of Mahon Rolling Steel Doors is chemically cleaned, phosphated, and chromated to produce paint bond, and the protective enamel coating is baked on at 350° F. prior to roll-forming. This is just one of the extra value features of Mahon Rolling Steel Doors—you will find others if you check specifications carefully. See Sweet's Files for complete information, or write for Catalog No. G-52.

THE R. C. MAHON COMPANY

Detroit 34, Michigan • Chicago 4, Illinois • Representatives in all Principal Cities

Manufacturers of Rolling Steel Doors, Grilles, and Automatic Closing Underwriters' Labeled Rolling Steel Doors and Fire Shutters; Insulated Metal Walls; Steel Deck for Roofs, Partitions, and Permanent Concrete Floor Forms.

ROLLING STEEL DOORS, SHUTTERS AND GRILLES TO MEET EVERY REQUIREMENT

Twenty-Four Mahon Automatic Underwriters' Labeled Doors installed in a new Warehouse for Food Warehouses, Inc., Detroit, Mich. Two Mahon Power Operated Rolling Steel Doors 17'-0" x 22'-0" are installed in railroad openings in this same building. Louis G. Redstone, Architect, Campbell Construction Company, General Contractors.

MAHON

4036

D & H Cuts Expenses, Increases Tonnages With All-Purpose Alco-GE Road Switchers

With Alco-GE diesel-electrics, the Delaware & Hudson Railroad on its Binghamton-to-Mechanicville "bridge" route has:

- Cut operating costs by 60¢ per thousand gross ton miles
- Hauled up to 32% more tonnage per train while maintaining previous schedules and eliminating helper service.

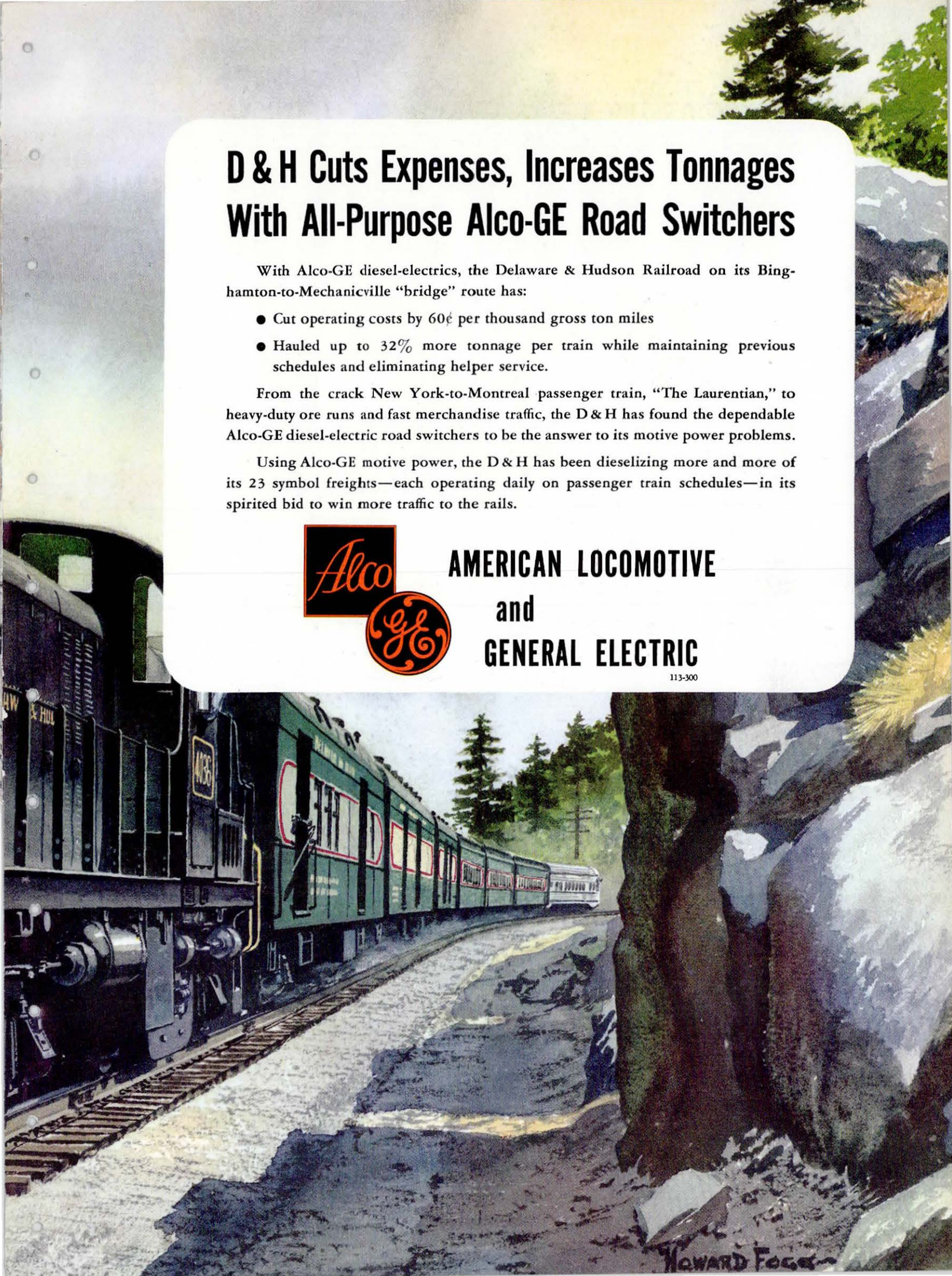
From the crack New York-to-Montreal passenger train, "The Laurentian," to heavy-duty ore runs and fast merchandise traffic, the D & H has found the dependable Alco-GE diesel-electric road switchers to be the answer to its motive power problems.

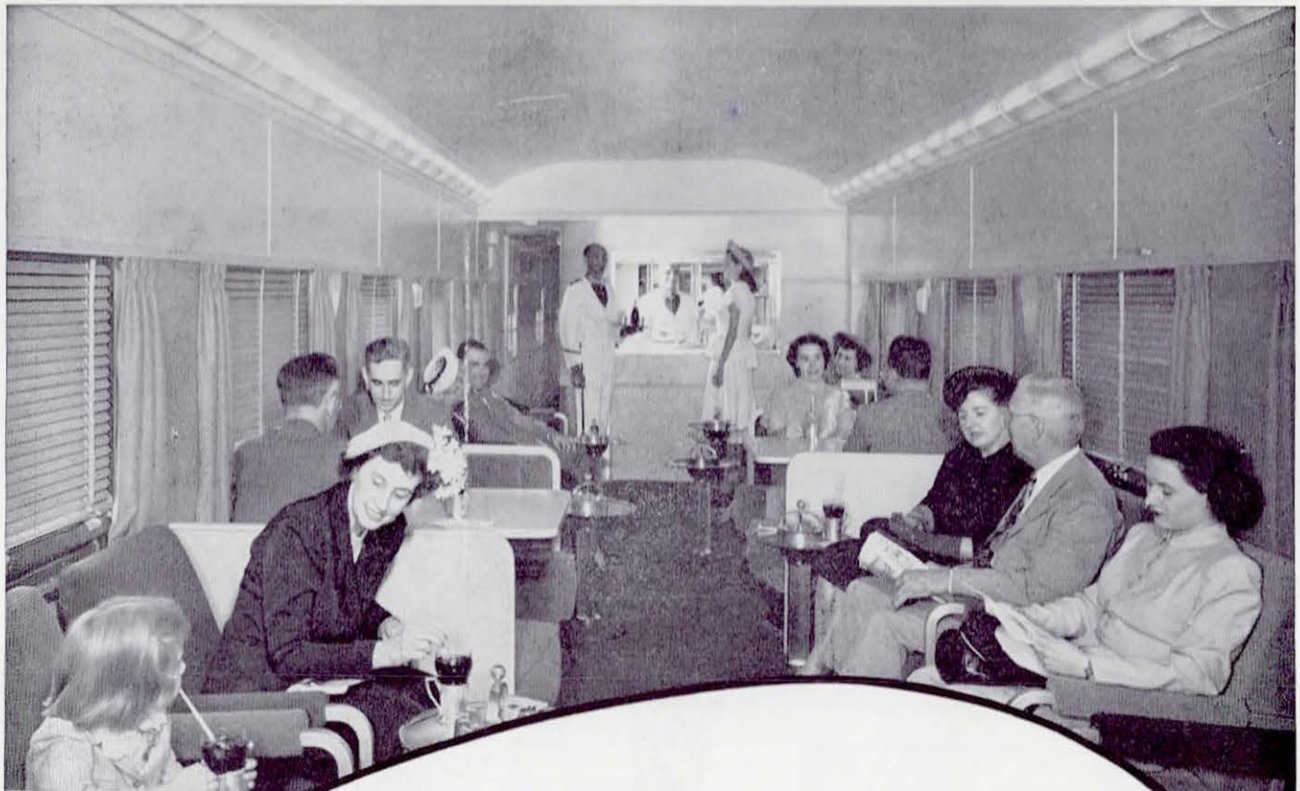
Using Alco-GE motive power, the D & H has been dieselizing more and more of its 23 symbol freights—each operating daily on passenger train schedules—in its spirited bid to win more traffic to the rails.

Alco GE

AMERICAN LOCOMOTIVE and GENERAL ELECTRIC

113-300





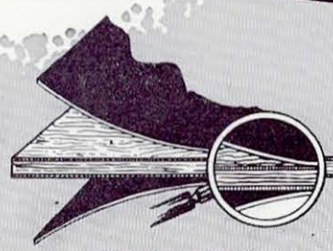
DOORS • SIDE PANELS
BULKHEADS and PARTITIONS
in This Luxury Car are *73% Lighter*
Than Standard Steel Construction . . .

...because they are MET-L-WOOD

METAL BONDED TO PLYWOOD

● Met-L-Wood, used in passenger cars, locomotives and baggage cars cuts deadweight to a minimum consistent with specified strengths, stiffnesses and durability. As an example, Type 2P2-3/8" Met-L-Wood, used in side panels and partitions has the stiffness of 1/4" steel plate—yet weighs only 2.6 lbs./sq. ft. as against 10 lbs./sq. ft. for 1/4" steel plate!

Whether you require prefabricated Met-L-Wood units to your specifications, or can use stock sizes and finishes, the basic utility and economy of Met-L-Wood for railroad rolling stock construction is worth investigating . . . today. Write for details on your specific requirements. Our engineering staff will gladly assist you in adapting Met-L-Wood versatility to your needs.



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6755 West 65th Street, Chicago 38, Illinois

MET-L-WOOD · *STRONG . . . LIGHT . . . Smooth Finish . . . Sound Deadening . . . Fire-Resisting . . . Insulating*

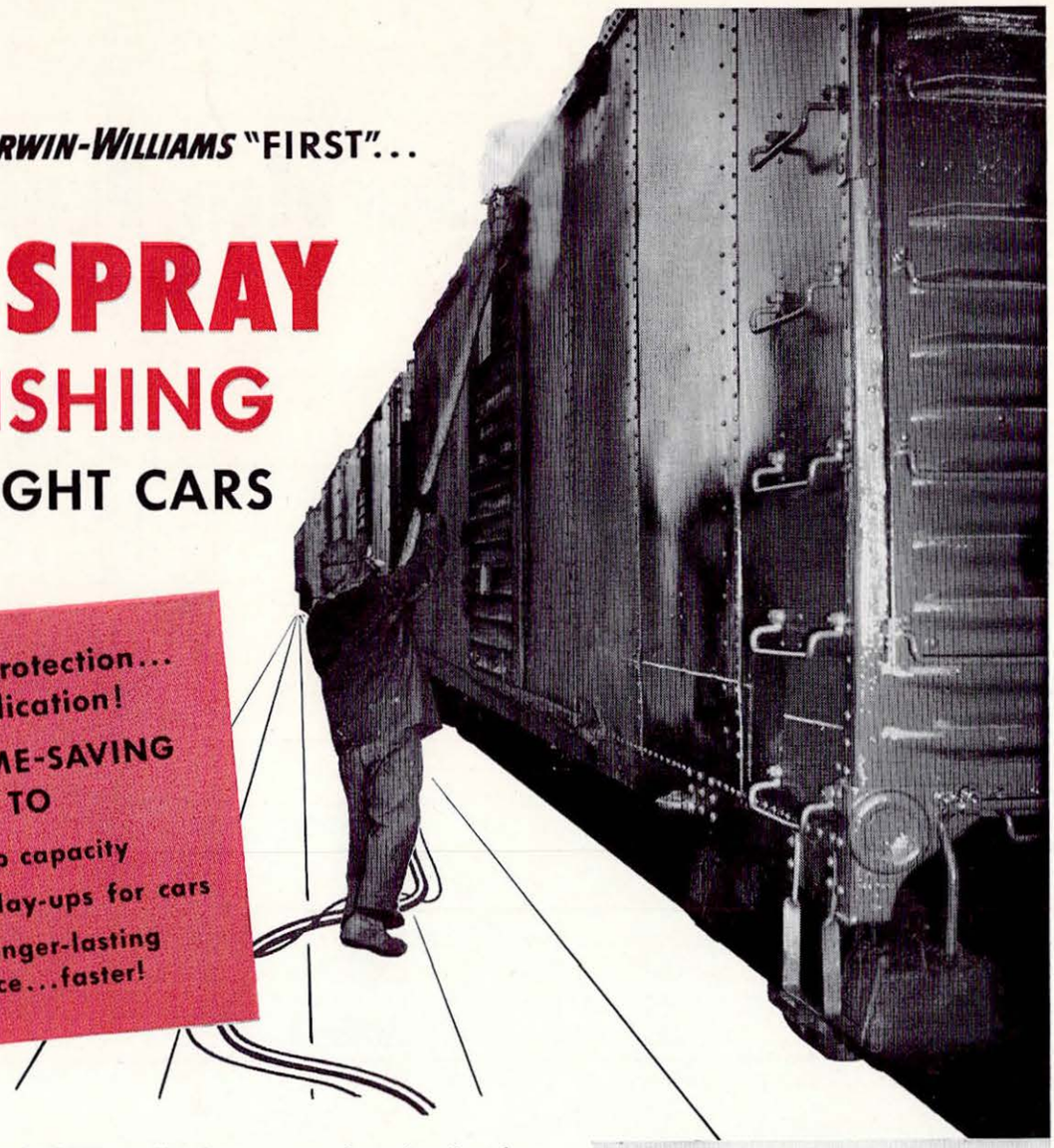
Another *SHERWIN-WILLIAMS* "FIRST"...

HOT SPRAY FINISHING FOR FREIGHT CARS

TWO-coat protection... in ONE application!

A NEW, TIME-SAVING SHORTCUT TO

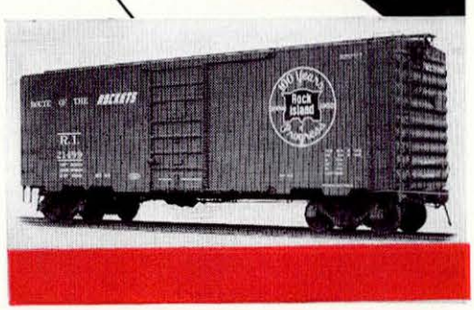
- **MORE shop capacity**
- **SHORTER lay-ups for cars**
- **BETTER, longer-lasting appearance...faster!**



TWO-coat protection in ONE application . . . out-of-service time for refinishing freight cars cut nearly in HALF . . . a higher-gloss, more durable finish obtained more *uniformly,* even under many adverse weather or temperature conditions!

These and other benefits are now offered railroads and car builders by Sherwin-Williams Hot Spray Synthetic Freight Car Enamel—another product of Sherwin-Williams leadership in the development of protective coatings for the Railway Industry. Utilized widely in finishing of quality furniture, and in other fields, the Hot Spray process, with its many advantages, is introduced now after four years of successful field testing for railway service.

Hot Spray applies twice as much finish coat material in a single operation . . . does away with drying time between finish coats . . . nearly doubles shop capacity . . . relieves traffic department bottlenecks. Ask for full details. Write The Sherwin-Williams Co., Transportation Dept., Cleveland 1, Ohio.



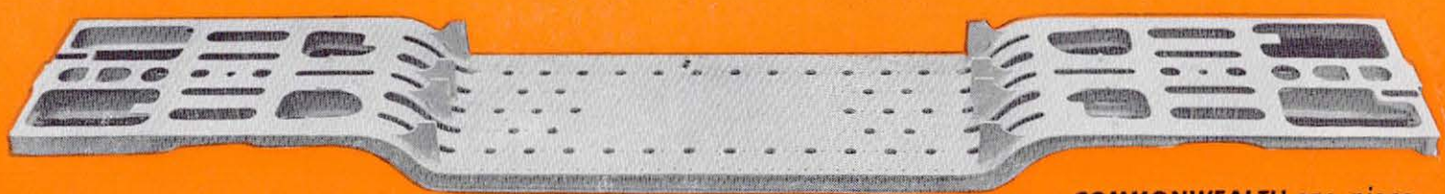
One of 250 Rock Island steel freight cars finished with Sherwin-Williams Hot Spray Synthetic Freight Car Enamel in operational test at The Pullman-Standard Car Mfg. Co., Michigan City, Ind., in 1951. These and previous tests indicate a definite increased life expectancy for the finish.

COVER THE EARTH ®

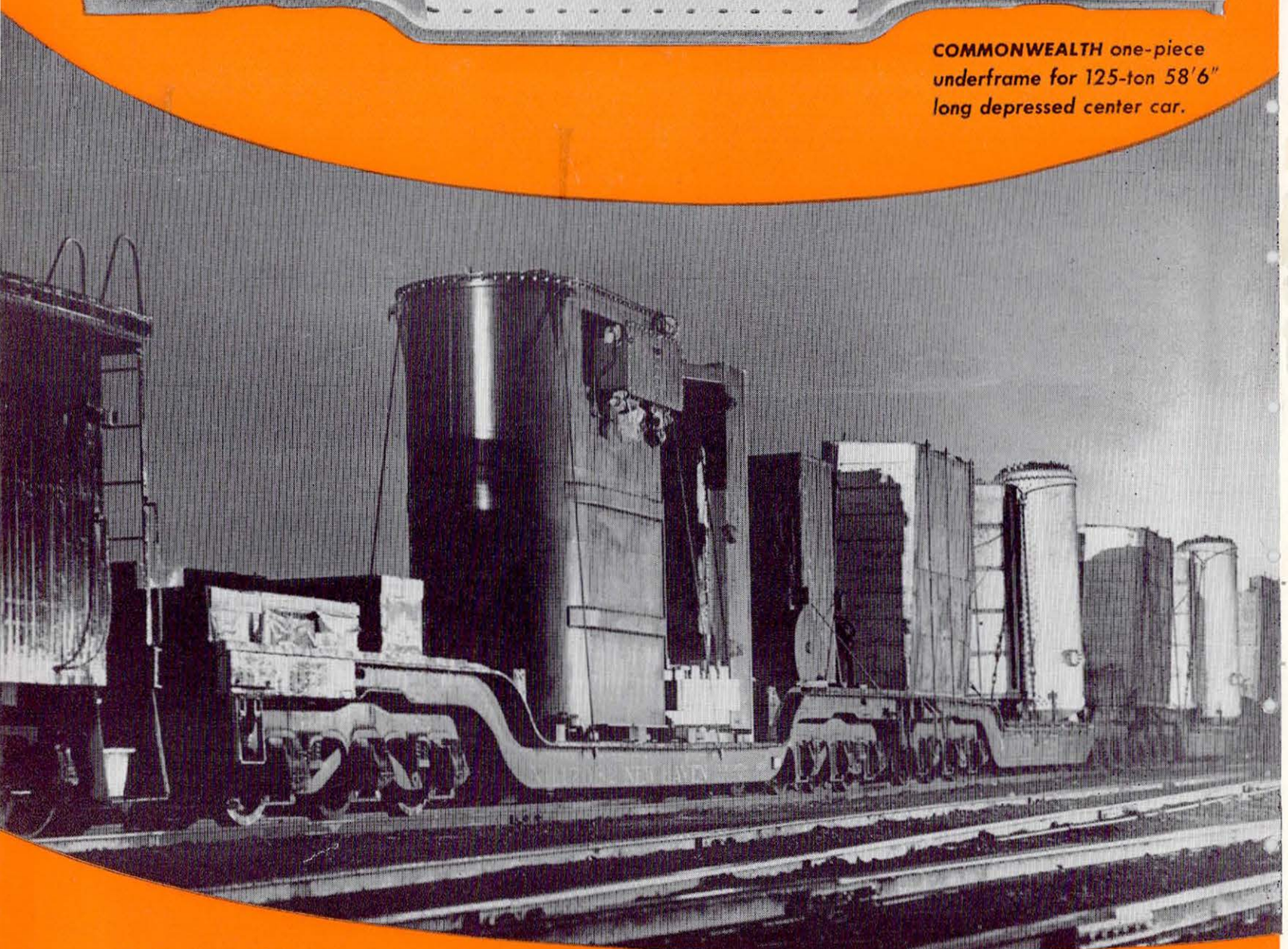
RAILWAY FINISHES

More and More

Special Service Freight Cars



***COMMONWEALTH** one-piece underframe for 125-ton 58'6" long depressed center car.*



Depressed center cars of the New Haven and the Erie Railroads transporting boilers and other equipment for U. S. Navy destroyers.

GENERAL

GRANITE CITY, ILL.

with COMMONWEALTH

CAST STEEL UNDERFRAMES AND TRUCKS

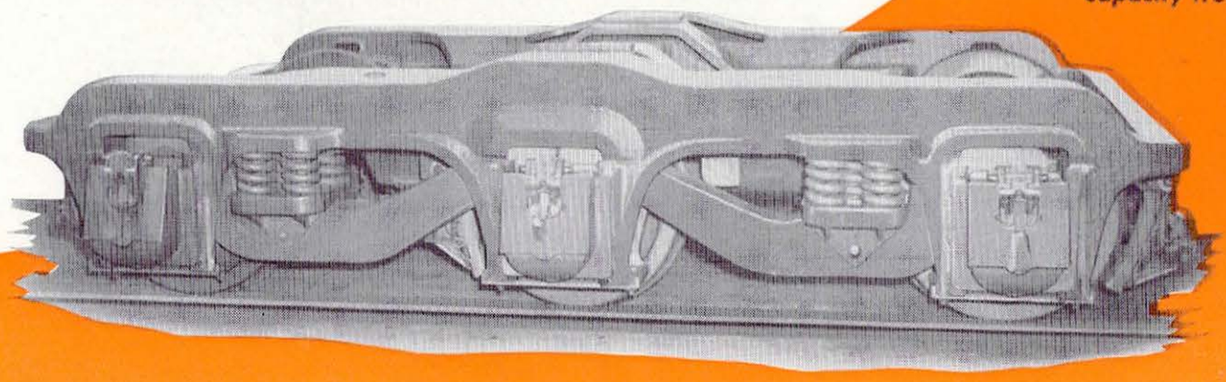
Are Transporting Heavy Loads

COMMONWEALTH one-piece cast steel underframes and 6-wheel trucks of proven design are being used on more and more heavy duty freight cars, assuring high availability and low maintenance expense.

These underframes combine the important elements of great strength with minimum weight, extreme durability and simplicity. For flat cars, depressed center cars and pulpwood cars, the one-piece design makes possible a lower car height from rail to loading floor, permitting easier loading and higher loads. It also provides a uniform surface for floor application.

COMMONWEALTH 6-wheel equalized trucks for high capacity freight cars provide positive equalization and adequate spring capacity which are essential to efficient, safe, economical operation. The rugged one-piece truck frames with machined integral pedestals assure true alignment of wheels and axles.

For higher availability and true upkeep economy in flat cars, depressed center cars, pulpwood cars, sulphur-carrying cars, ore cars, well cars and others — build them with COMMONWEALTH one-piece underframes and trucks.



COMMONWEALTH 6-wheel equalized truck for high capacity freight cars.

STEEL CASTINGS

EDDYSTONE, PA.

THE SOUTHERN SERVES THE SOUTH

NOT **FOR OUR NEW ASSISTANT VICE-PRESIDENT!** Our new Assistant Vice-President, Yards and Terminals, isn't casting his ballot for "Perfect Shipping" from an office swivel chair. He and his newly-created task force of terminal trouble shooters are waging their "campaign" from office-car headquarters right out in the yards, where they are actually living day and night. Here they are studying every operation—seeking new ways, no matter how small, to improve our service to shippers and receivers. This innovation is part of our comprehensive program to provide safer, better, "Perfect Shipping" service for freight moving via the **SOUTHERN RAILWAY SYSTEM.**

GIVES YOU...

15 WAYS TO CUT THE COST OF BATTERY OPERATION!

The fifteen points listed below can greatly increase storage battery efficiency, dependability and service. Each one is thoroughly covered by the articles, manuals, bulletins, specifications, record cards, charts and graphs which comprise the GOULD PLUS-PERFORMANCE PLAN. That's why users of this Plan can improve their battery performance as much as 50%! With battery materials scarce—and getting scarcer—make your batteries last longer with the GOULD PLUS-PERFORMANCE PLAN. It's FREE to users of batteries of any make. Send for this booklet NOW!

HERE'S HOW TO CUT TRUCK BATTERY OPERATING COSTS

1. Be Sure Your Batteries Have Proper Capacity for the Job.
2. Give Your Battery Supervisor Complete Instructions.
3. Make Periodic Inspections.
4. Keep Accurate Records of Charging and Repairs.
5. Do Not Overdischarge Any Battery.
6. Give Boost Charge During Lull in Duty Cycle if necessary.
7. Give Equalizing Charges Periodically.
8. Set Charging Equipment Correctly.
9. Schedule Charging Operations to Avoid Down-Time.
10. Do Not Overcharge Batteries.
11. Locate Your Charging Stations Strategically.
12. Inspect All Charging Equipment and Meters Regularly.
13. Charge Idle Batteries Every Three Months.
14. Repair Batteries Promptly When Necessary.
15. Replace Batteries When They Deliver Less Than 80% of Rated Capacity.

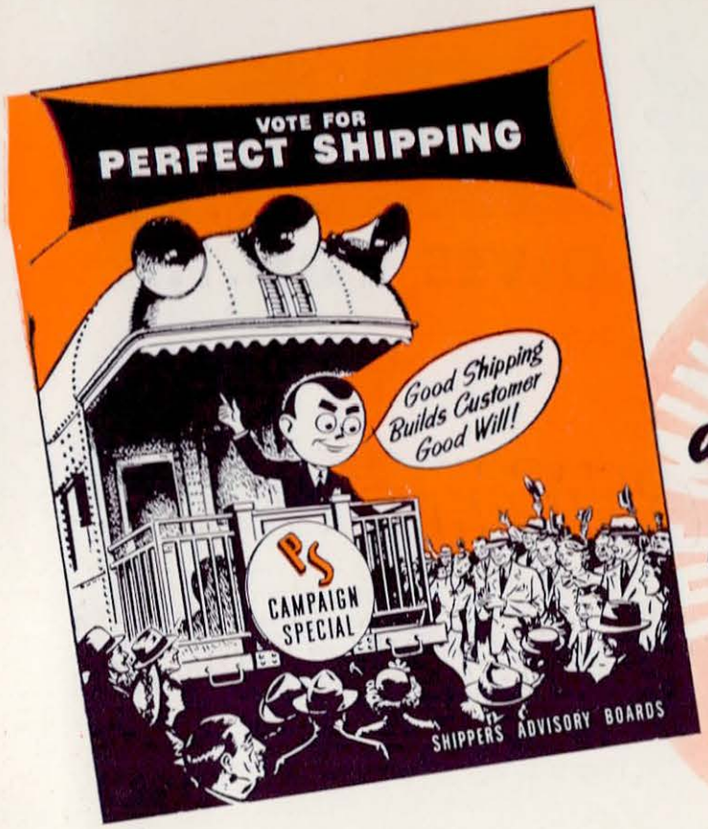
Gould "Thirty" with "Z" Plates
America's Finest
Industrial Truck Battery

GOULD

STORAGE BATTERIES

GOULD-NATIONAL BATTERIES, INC., TRENTON 7, NEW JERSEY

Always Use Gould-National Automobile and Truck Batteries



M. & St. L. and Johnny Careful Speed Up Campaign for PERFECT SHIPPING

HERE'S OUR old friend, Johnny Careful, campaigning in 1952, not for President but for a big issue —Perfect Shipping of Freight. He'll win by a landslide, of course, because Perfect Shipping rates higher every year, particularly in the Midwest States served by

The Minneapolis & St. Louis Railway

Each April, America celebrates Perfect Shipping Month and takes stock of progress. But, every month the year round, Shippers and the workers who pack, label and load Freight do a better job in reducing loss and damage.

Shippers can't do the whole PS job, though. Railroads, which transport most of the country's Freight, play a big part in Perfect Shipping. Year after year, the Railways contribute greater efficiency, providing better cars, locomotives, tracks, loading facilities and everything else that makes for

Perfect Shipping

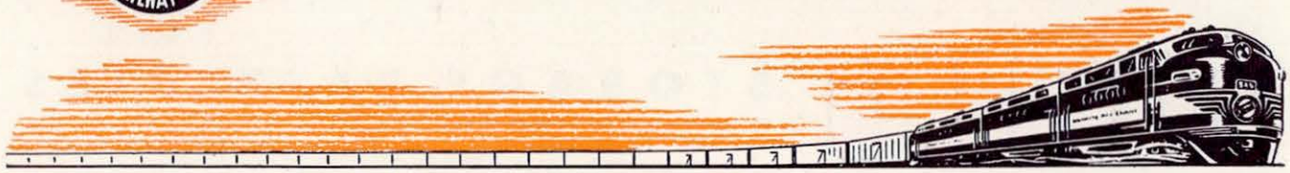
In the Great Midwest, a leader always in the Perfect Shipping parade is the M. & St. L., which 12 times a year observes Perfect Shipping Month for Better Freight Service

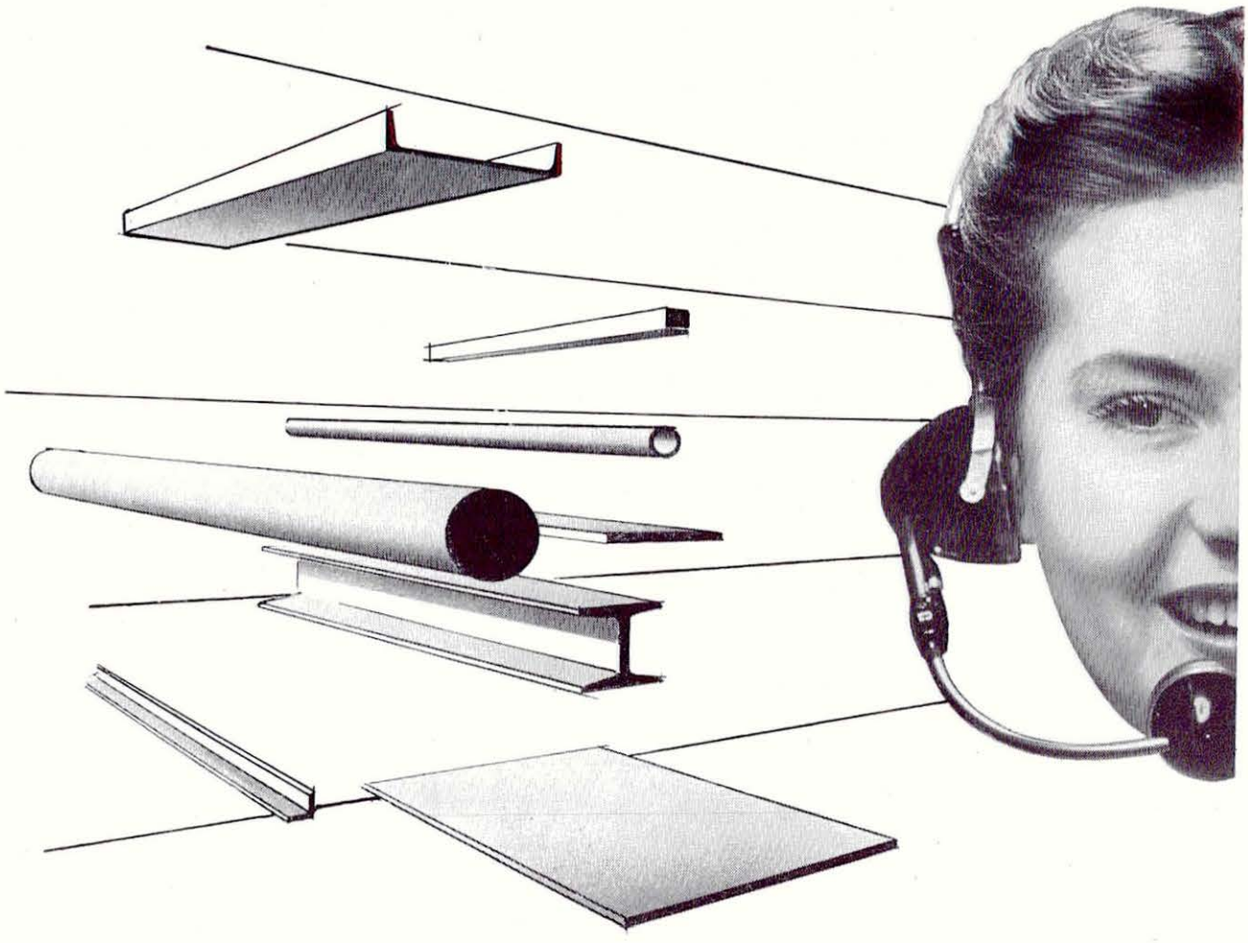
: To Shippers and Receivers

: To Connecting Railroads

The MINNEAPOLIS & ST. LOUIS Railway

TRAFFIC OFFICES IN 36 KEY CITIES





STEEL
for the Railroads

Contact us for all your steel requirements and extend Government Allotments where they apply. Despite some shortages we can usually take care of most of your requirements. And prompt, personal service is always assured.

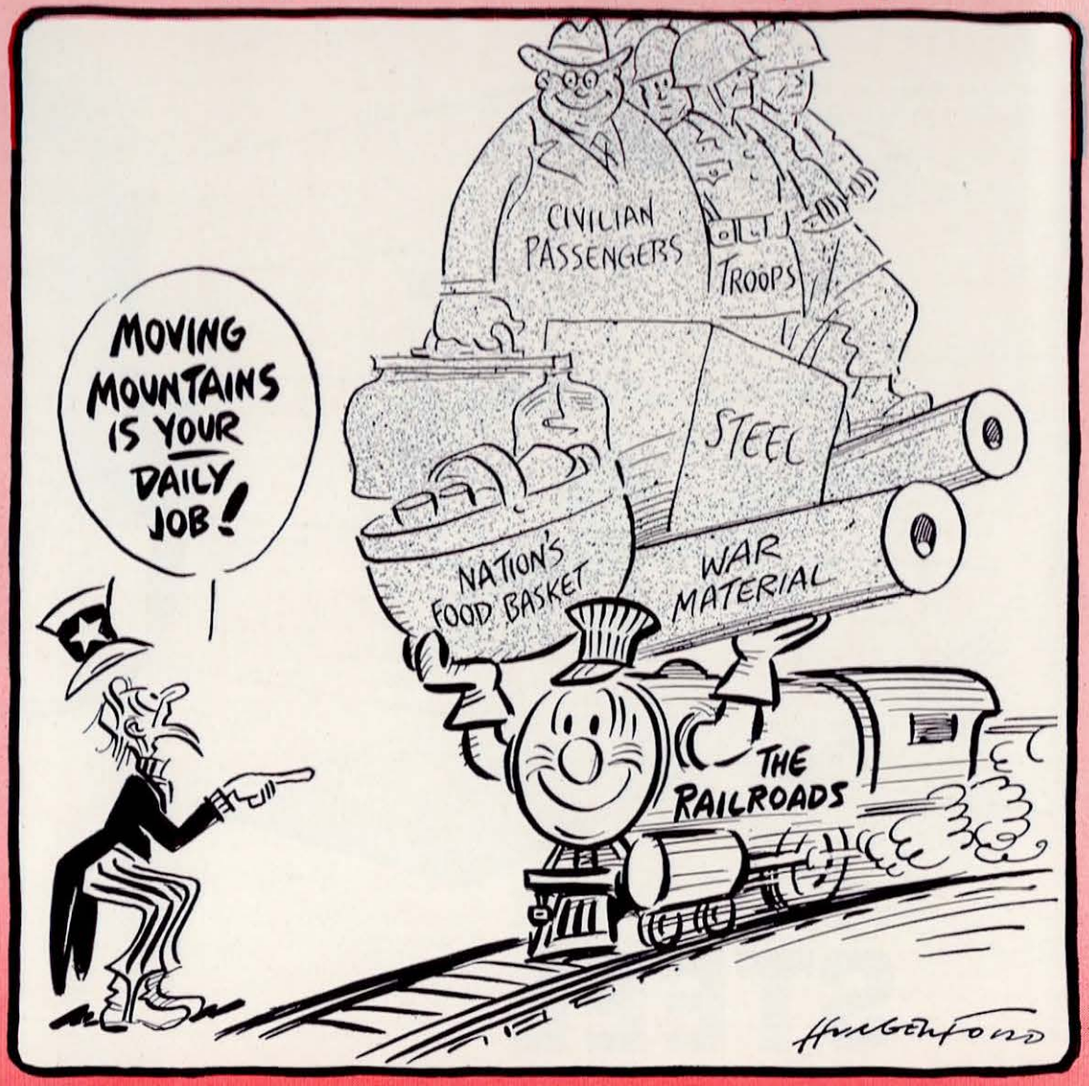
PRINCIPAL PRODUCTS

CARBON STEEL BARS—Hot rolled and cold finished
STRUCTURALS—Channels, angles, beams, etc.
PLATES—Many types including Inland 4-Way Safety Plate
SHEETS—Hot and cold rolled, many types and coatings
TUBING—Seamless and welded, mechanical and boiler tubes
ALLOYS—Hot rolled, cold finished, heat treated. Also tool steel
STAINLESS—Allegheny bars, plates, sheets, tubes, etc.
BABBITT—Five grades, also Ryertex plastic bearings
MACHINERY & TOOLS—For metal fabrication

Call RYERSON

JOSEPH T. RYERSON & SON, INC. PLANTS AT: NEW YORK • BOSTON • PHILADELPHIA • CINCINNATI • CLEVELAND • DETROIT
PITTSBURGH • BUFFALO • CHICAGO • MILWAUKEE • ST. LOUIS • LOS ANGELES • SAN FRANCISCO • SEATTLE • SPOKANE

Everyday Miracle —By Hungerford

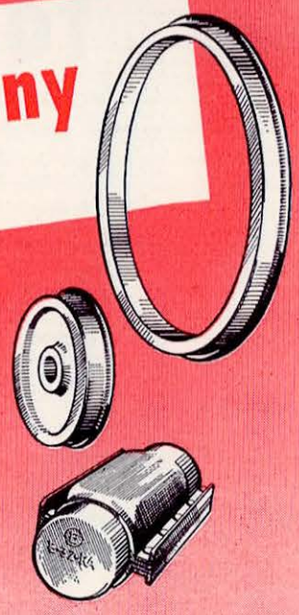


We will be glad to send you enlarged copies of this Hungerford cartoon (without advertising copy) for posting on your office and shop bulletin boards, or a cut for your company magazine, at cost.

Watch for other railroad cartoons by Mr. Hungerford

Edgewater Steel Company

PITTSBURGH, PA.



Serving America's Railroads with . . .

ROLLED STEEL WHEELS

for Freight Cars, Passenger Cars, Diesel Locomotives

ROLLED STEEL TIRES

DRAFT GEARS

FOR SAFETY

101 ALL NEW INSPECTION CAR

+ *Immediate Reverse*
+ *Wheel Silencers*
+ *Low Lifting Weight*

THIS IS THE CAR WITH MORE SAFETY FEATURES!

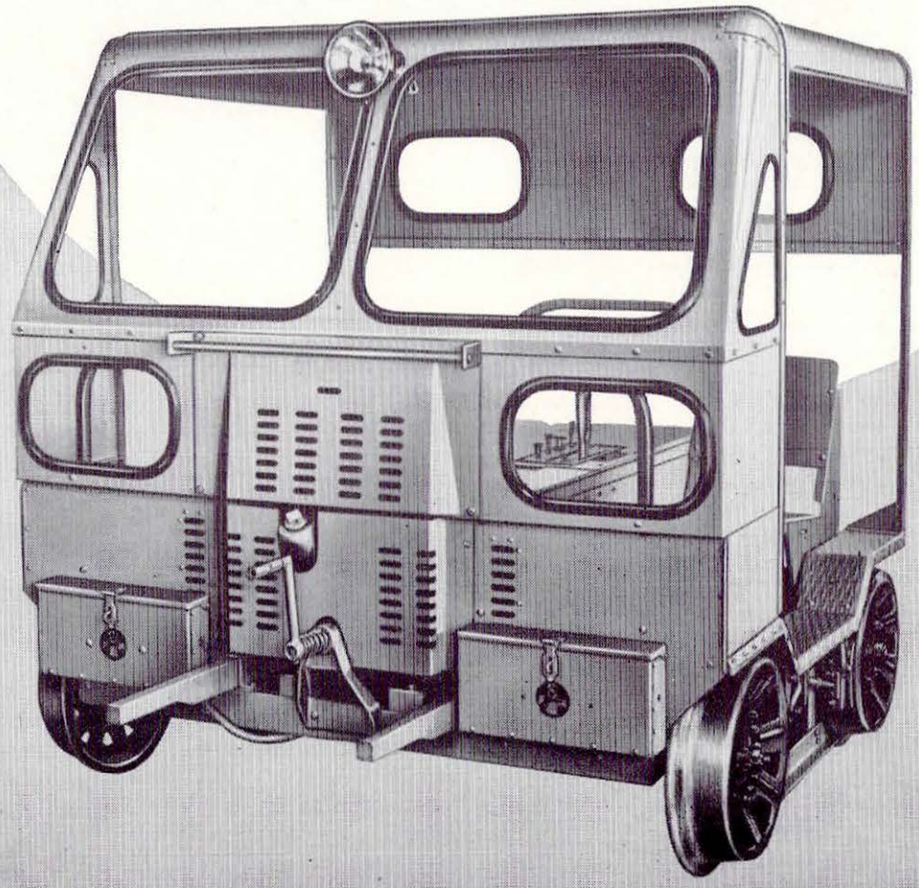
More safety makes for more efficiency with the new Model 101 inspection car. With its simple friction drive transmission—four speeds forward, three reverse—it's a pleasure to operate. Low center of gravity helps it hug the rails. Full-vision cab* means more comfort, too. Rear lifting weight is only 98 pounds. All in all, the 101 is a 4-man car that should be investigated by every railroad. See your Fairbanks-Morse representative or write Fairbanks, Morse & Co., Chicago 5, Ill.

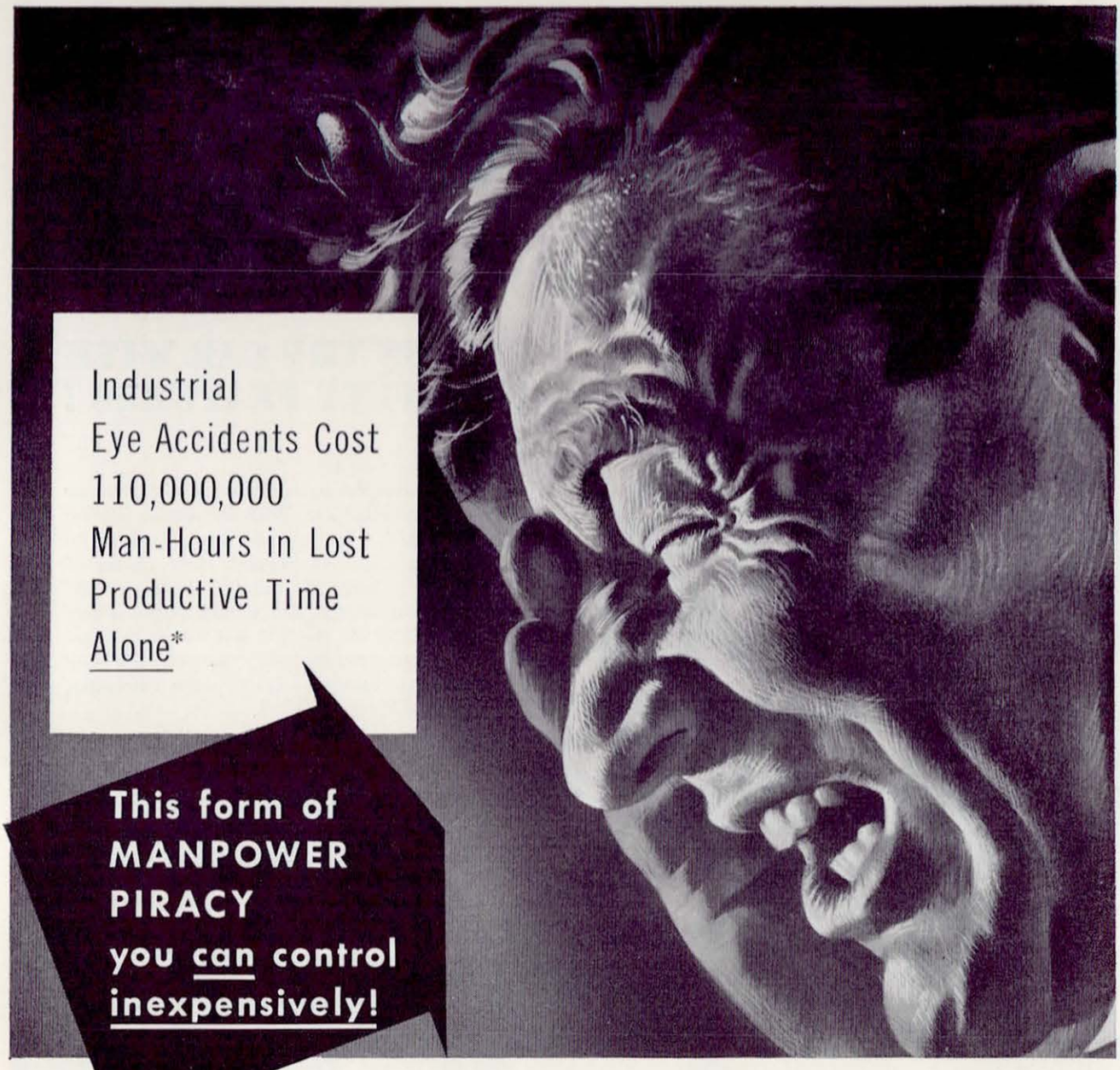
*Also available without cab.

FAIRBANKS-MORSE,

a name worth remembering

RAILROAD EQUIPMENT • RAIL CARS • PUMPS • SCALES • ELECTRICAL MACHINERY
DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • MAGNETOS





When eye accidents hit your plant, here's what happens:

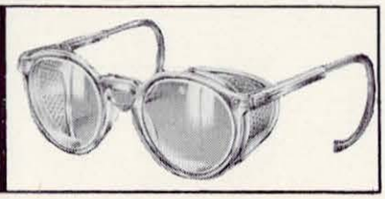
- You lose the productive time of the worker and his machine. (One worker and one machine usually — maybe more if they make a critical part.)
- You may face a serious claim — actual cases show awards of four figures in compensation.

In addition, industrial eye accidents cost money in lowered production and more rejects when substitute workers step into the breach—plus the direct costs of first aid and medical attention.

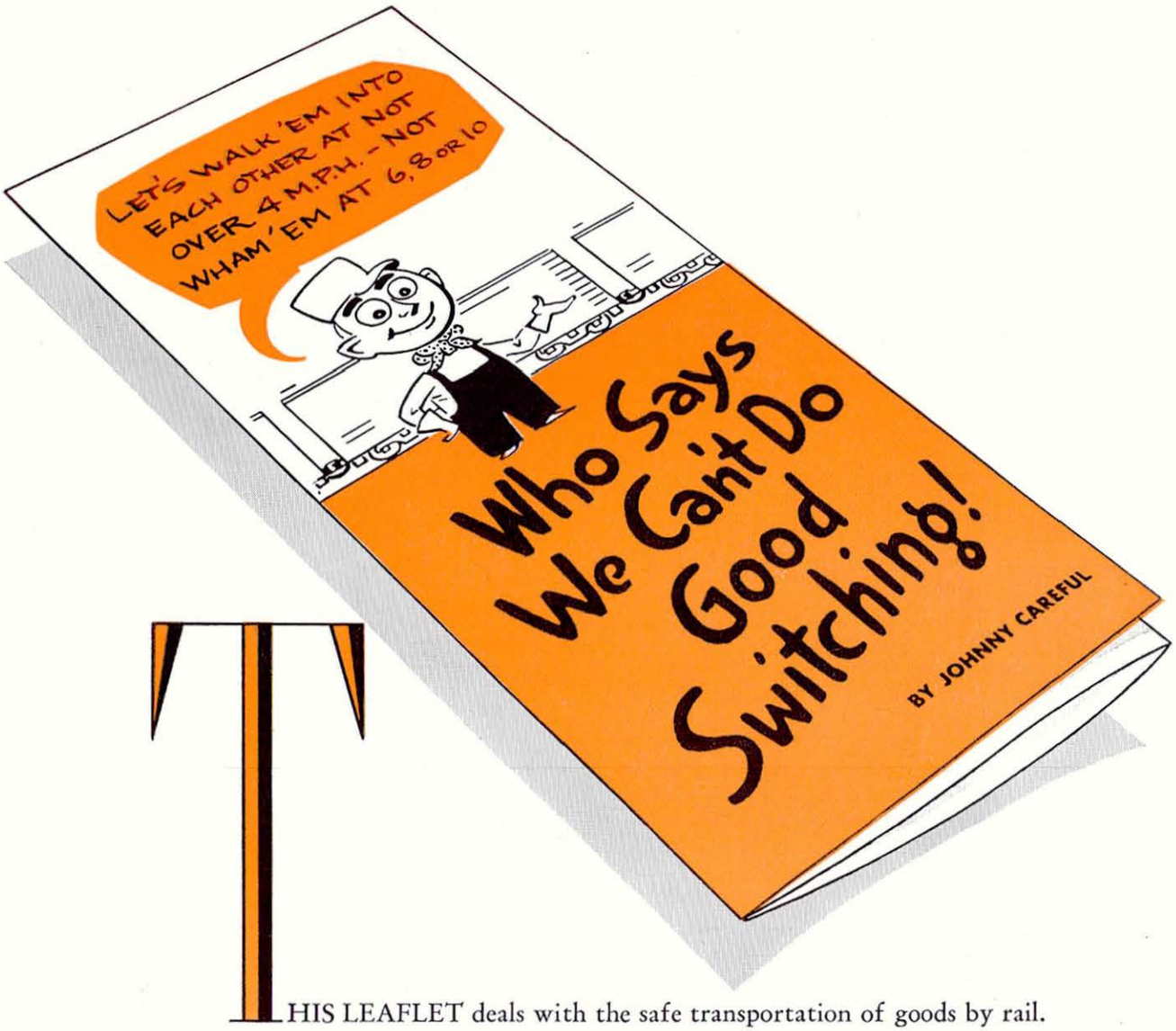
Protect your manpower and profits by preventing eye injuries. Contact the nearest AO Branch Office and learn how an AO Eye Protection Program can practically eliminate these costs and pay for itself in less than six months. Or write American Optical Company, 453 Vision Park, Southbridge, Mass., for free booklet "Improved Industrial Vision" which tells how AO's Industrial Vision Program cuts costs, increases production, decreases accidents.

*Estimate. Industrial eye injuries cost over $5 per employed worker per year—with compensation averaging nearly $400 per injured man.

American Optical
COMPANY
SAFETY PRODUCTS DIVISION



SOUTHBRIDGE, MASSACHUSETTS • BRANCHES IN PRINCIPAL CITIES



THIS LEAFLET deals with the safe transportation of goods by rail.

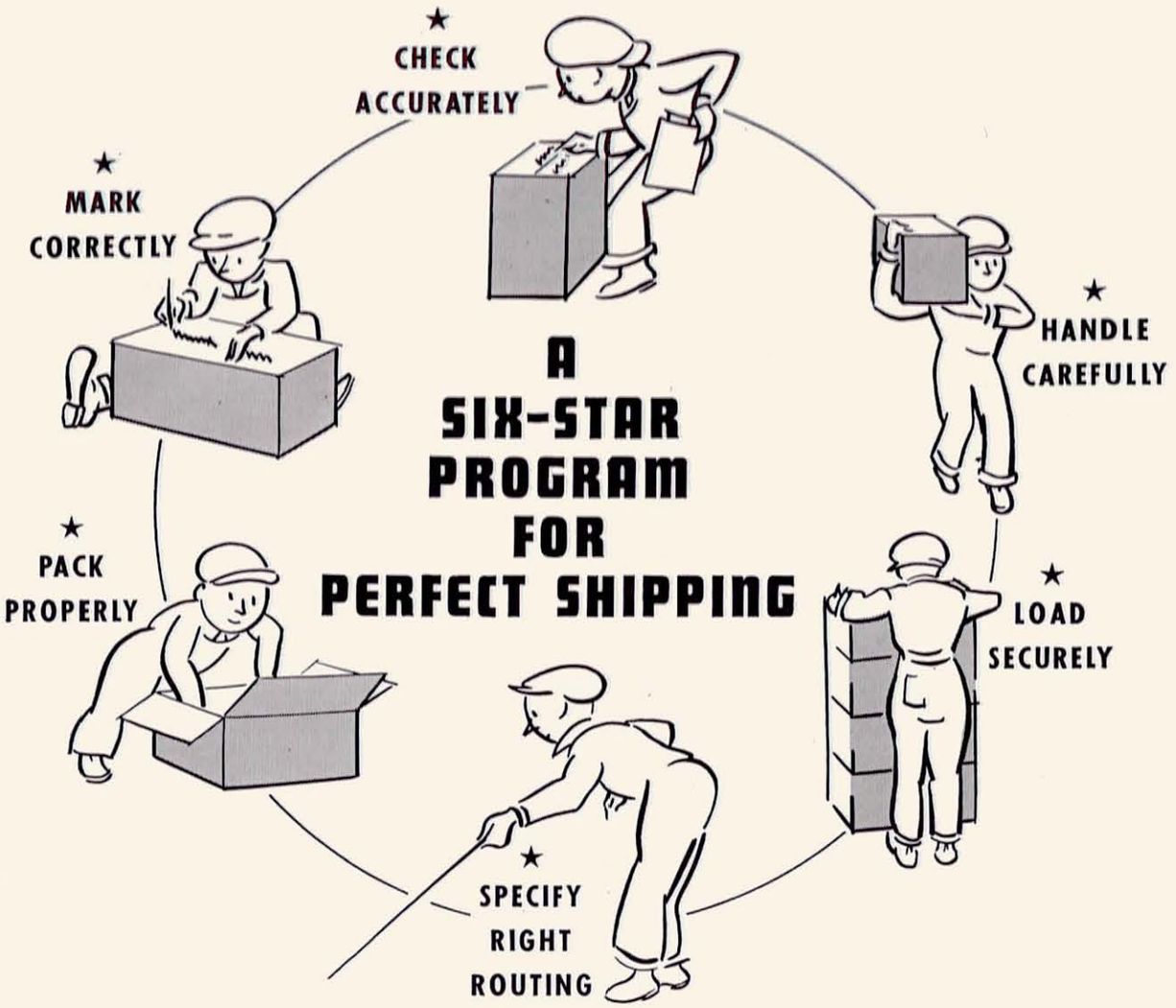
It is one form of railroad participation in the annual "Perfect Shipping" Campaign conducted jointly, in April, by the nation's leading shippers, carriers and receivers of freight—a concerted effort whose object is to improve the ways and means of getting all kinds of merchandise through—from producer to consumer—without loss or damage.

The leaflet is addressed to railroaders who work in the specialized field of switching loaded freight cars—switchmen, yardmasters, superintendents, trainmasters, yard engineers and firemen, brakemen and yard helpers.

It discusses their key position in the movement of merchandise, with special emphasis upon the importance of careful switching in yard and terminal operations.

The leaflet, prepared by the Freight Claim Division of the Association of American Railroads, 59 East Van Buren Street, Chicago 5, Illinois, is available through railroad Freight Claim Departments.

ASSOCIATION OF AMERICAN RAILROADS • WASHINGTON, D. C.



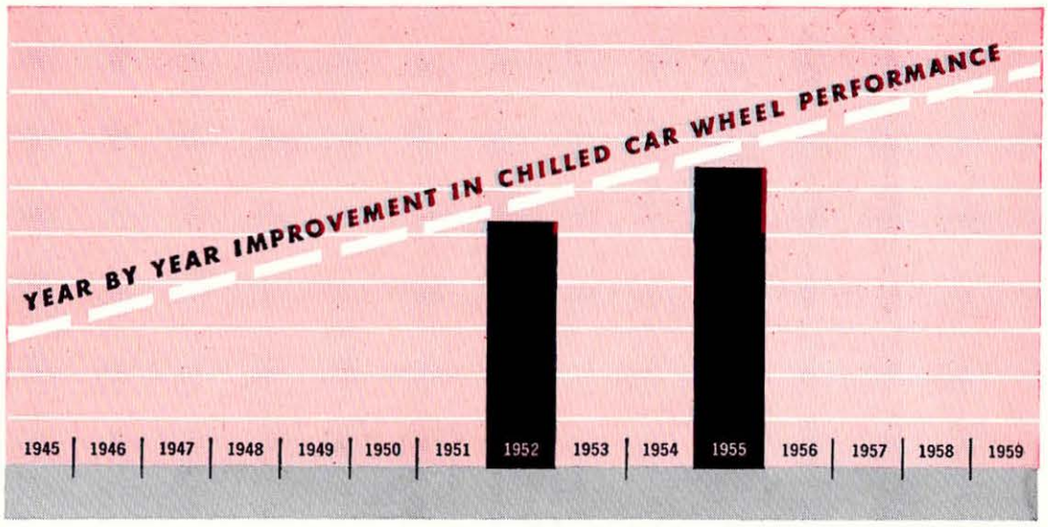
Route BURLINGTON is the answer to one important phase of Perfect Shipping. That assures complete cooperation of experts in the safe and expeditious movement of all kinds of freight shipments.

Everyone loses when freight becomes lost or damaged. Much can be done to prevent it. Teamwork on the part of shippers, receivers, and carriers means a lot when the six-star program mentioned above is carried out.

You can count us in on Perfect Shipping

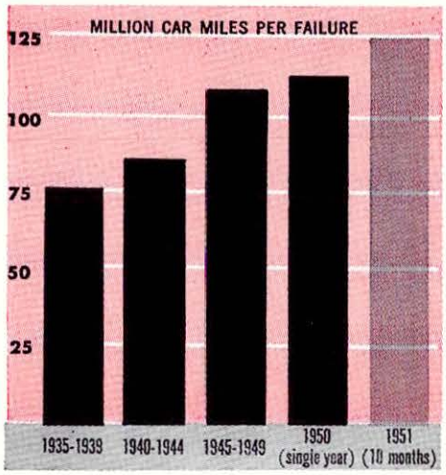
Burlington Route

Chicago, Burlington & Quincy Railroad
Colorado and Southern Railway
Fort Worth and Denver Railway



See chart below for official record covering the years 1935-1951.

how to get 1955 performance today



AMCCW WHEEL PERFORMANCE PER MILLION CAR MILES

AMCCW wheel safety performance as measured by millions of car miles to each failure, based on ICC reports. Latest official figure: 1950, with one failure in 113,000,000 car miles; and still better for the first 10 months of 1951.

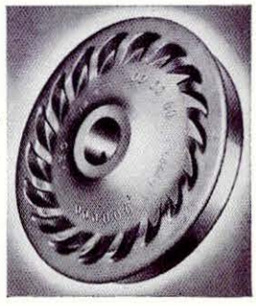
Strange thing about chilled car wheels. We make an improvement, say in 1941, and the records show better performance along about five years later.

Take the increase in rim thickness in 1945, for instance. It was one of the factors, certainly, in reducing the percentage of wheels removed from service for chipped and broken rims from 15% in 1945 to 8% in 1950 and '51. That's the way it goes when a product stays in service from 7 to 12 years.

A major improvement in AMCCW wheels was made official in 1950, when the AAR accepted the design with stronger flange and rim, and with thicker and heavier brackets.

Hundreds of thousands of these wheels are already in service, giving better performance. But official records are based on *all* chilled wheels in service—something over 10,000,000. It will take another three or four years—maybe more—for the new wheels to lift *average* performance appreciably. (Meanwhile pre-1950 AMCCW wheels are showing better performance records than *their* predecessors, making for continuous improvement in service records.)

One thing is sure: the AMCCW wheels you put under your freight cars today will give you this 1955 performance immediately...will put your wheels ahead of the average.



Tests on the new standard wheel show 100% improvement in rim strength, because of heavier tread on rim side. More brackets give thicker, heavier, more continuous support to flange. This wheel received AAR approval September 1, 1950, is now giving improved performance that will be statistically proved along about 1955.

In good supply
Available locally
Short-haul delivery
Reduced inventory
Low first cost
Low exchange cost
Increased ton mileage
High safety standards
AMCCW plant inspection
Easier shop handling

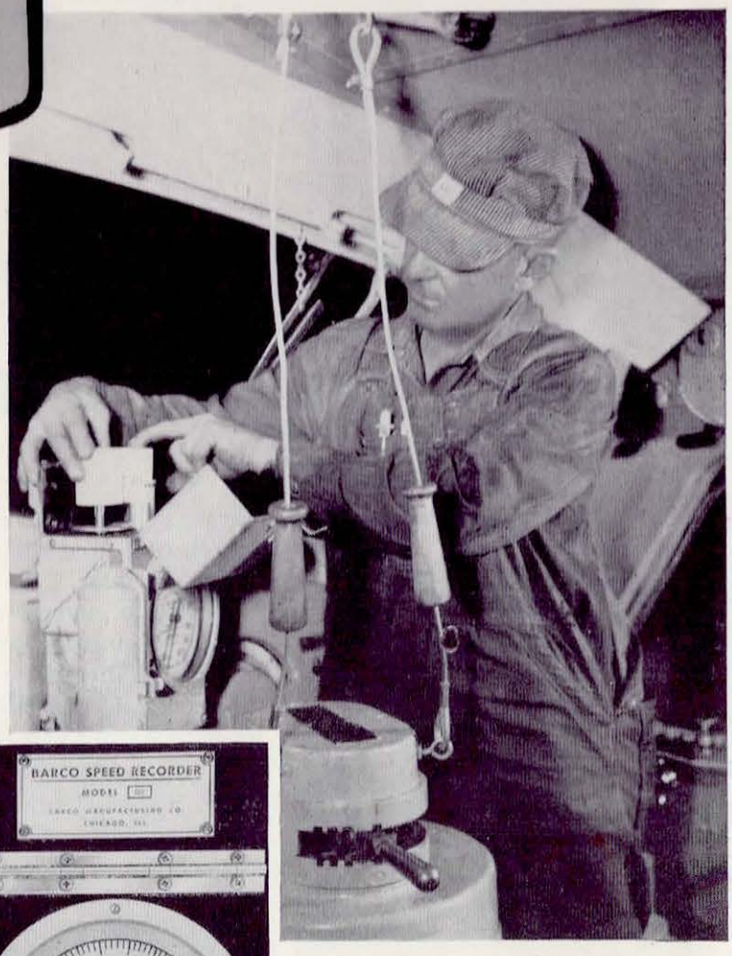
ASSOCIATION OF MANUFACTURERS OF CHILLED CAR WHEELS

445 North Sacramento Boulevard, Chicago 12, Ill.

Albany Car Wheel Co. • American Car & Foundry Co.
Griffin Wheel Co. • Marshall Car Wheel & Foundry Co.
Pullman-Standard Car Mfg. Co. • Southern Wheel (American Brake Shoe Co.)

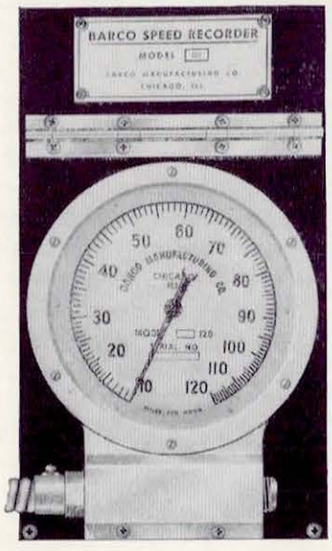
Ahead in DESIGN!

"BEST BY ANY PERFORMANCE TEST"



■ *The trend is to* BARCO! Experienced users now know that Barco Recorders are definitely *superior* in Design . . . Performance . . . Accuracy . . . Dependability . . . and all-around convenience in using. Only Barco provides the accuracy of ALL-MECHANICAL operation.

The BARCO line is complete! Records of every locomotive operation — for every type of engine in service or now being built. For information, call or write BARCO MANUFACTURING CO., 1800E Winnemac Avenue, Chicago 40, Illinois.



The installation shown above is one of many on a leading long-lines road. In inspections after a million miles of service recorders still showed accuracy within 2% at 100 MPH.

Send for this New Bulletin

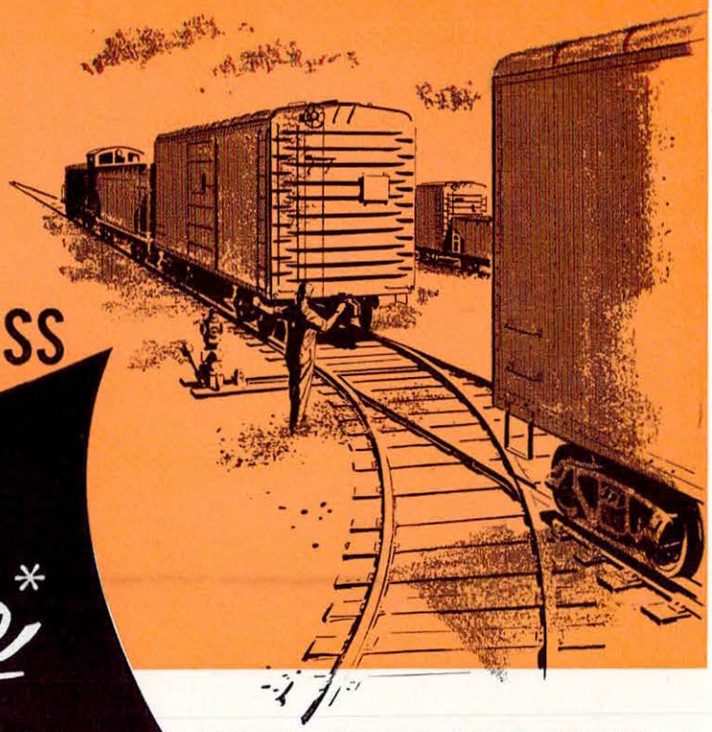
BARCO RECORDERS

- SPEED RECORDERS
- SPEED INDICATORS
- DIESELOMETERS
- SWITCH ENGINE RECORDERS

FREE ENTERPRISE—THE CORNERSTONE OF AMERICAN PROSPERITY

YOU ASKED FOR

RAILROAD RUGGEDNESS

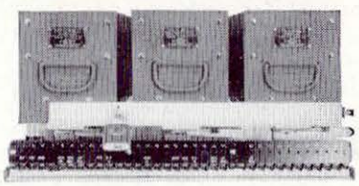


Bendix Experience*

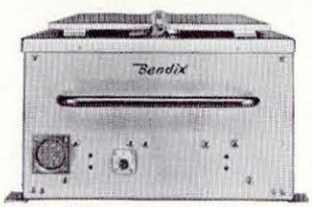
GIVES IT TO YOU WITH

Exclusive Clear Channel Construction!

THE COMMAND-AIR SERIES



The MRT-8 Railmaster has individual cases for transmitter, receiver, and power supply. Each may be removed from shock mount independently.



The MRT-6 Trafficmaster combines transmitter, receiver and power supply in a single housing. It is electrically identical to the MRT-8. (Directly interchangeable with the MRT-5)

Bendix knows from experience that everything about a railroad has to be extra rugged and extra tough to stand the gaff. That's why they have gone beyond normal specifications and designed a railroad radio that will take the severest shocks, vibration, and punishment you can give it. What's more, it's built to resist dust fumes and moisture and will operate efficiently at 40° C below zero to 70° C above zero. Humidity can drop to zero or rise to 95% and Bendix* Railroad Radio will still operate reliably.

Yet, ruggedness is only a small part of the Bendix Exclusive Clear Channel Construction story. Selectivity, sensitivity and watt output for current input *are better than any other railroad radio.* The unitized construction of both the MRT-8 and MRT-6 gives these radios *greater service accessibility than competitive brands.* And, the Bendix system offers unequalled flexibility by offering a choice of various transmitter R.F. output powers and receiver audio outputs. They are two additional plus features for Clear Channel Construction.

If you're in the market for a radio that can take it . . . and dish it out . . . contact Bendix.

*REG. U. S. PAT. OFF.

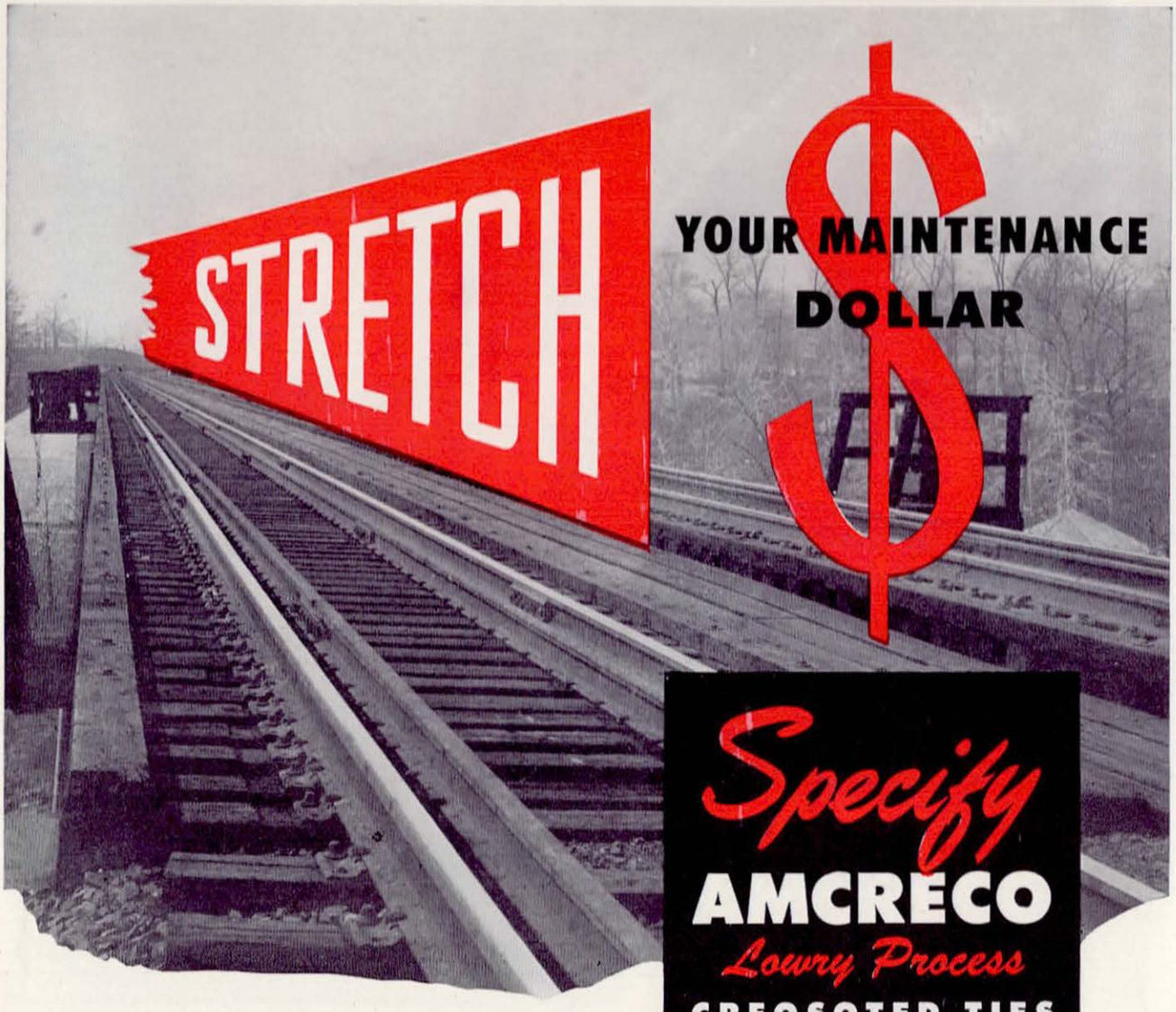
* *Bendix Radio has met and mastered more radio problems for more railroads than any organization in the field.*

Bendix most trusted name in Radio

Bendix AVIATION CORPORATION

BENDIX RADIO DIVISION
BALTIMORE 4, MARYLAND

Export Sales: Bendix International Division, 72 Fifth Avenue, New York 11, New York
Canadian Distributor: **Radio Engineering Products, Ltd., 4305 Iberville Street, Montreal, Quebec**



Specify AMCRECO

Lowry Process

CREOSOTED TIES

•

ADZED AND BORED CROSS TIES

BRIDGE TIES

PILES • TIMBERS

● You can keep more ties on the roadbed *longer* when they are protected by Amcreco's improved Lowry Process pressure-creosoting treatment. The longer life expectancy of Amcreco products, proved by actual service records, cuts maintenance costs to the minimum . . . expedites traffic by reducing slowdowns for maintenance crews.

Let Amcreco engineers help you increase profits through maintenance savings. Write for further information.

AMERICAN CREOSOTING COMPANY
INCORPORATED

COLONIAL CREOSOTING COMPANY INCORPORATED

AMCRECO LOWRY PROCESS CREOSOTED WOOD

GEORGIA CREOSOTING COMPANY INCORPORATED

GENERAL SALES OFFICE—CHICAGO, ILLINOIS

Pressure-treated for strength that lasts!

How America's children earn better grades in school—with help from Honeywell Controls!

A child's mind is a wonderfully *exciting* thing—curious, quick, capable of almost unlimited development.

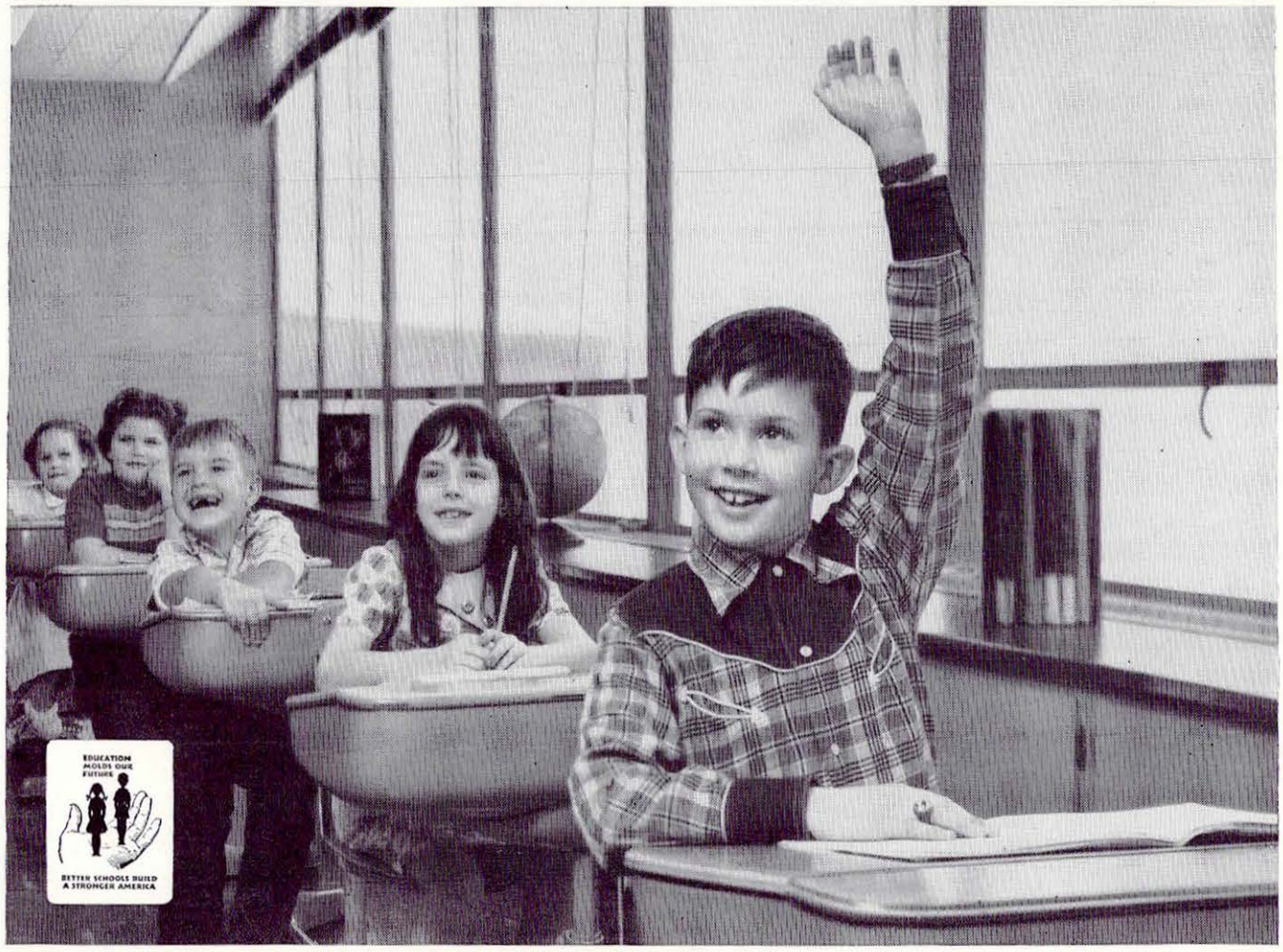
But a child's mind is a delicate thing, too—likely to be less and less *ready* to learn if classroom conditions aren't designed to *encourage* learning.

That's why Honeywell has worked for many years with leading educational authorities and universities, studying classroom environment.

And that's why educators are showing a growing interest in the new principle of the "coordinated classroom"—a schoolroom where seating, lighting, noise level, heating and ventilating are properly regulated for better learning. The great potential in this idea was shown by recent tests where students of all I.Q. levels in "coordinated classrooms" made greatly improved progress. The result was better grades for all!

This is just one way Honeywell "know-how" in the field of automatic control is helping America live better, work better. At Honeywell one out of ten employees is engaged in research and engineering—working to find new and better applications of basic temperature control principles for transportation and other industries.

This is the age of Automatic Control. And Honeywell has been the *leader* in controls for more than 60 years.



America lives better—works better—with Honeywell Controls

We are reprinting this advertisement, which recently appeared in national magazines, to give you an idea of the scope of Honeywell activities in the field of automatic controls. We believe our broad experience in the entire control field enables us to provide better controls for your trains and buildings—to better serve the Railroad Industry.

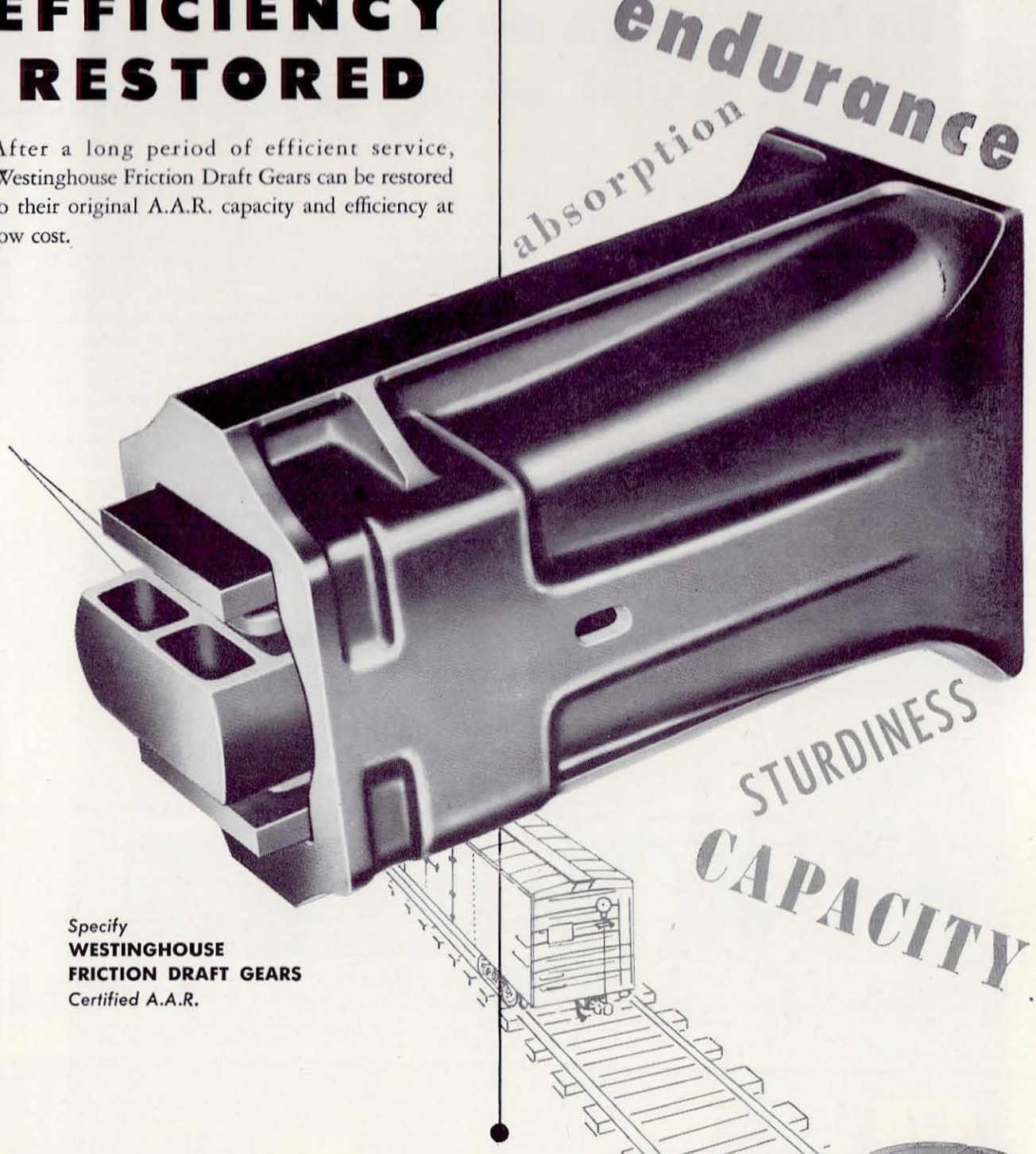
MINNEAPOLIS **Honeywell**

H HONEYWELL

First in Controls

EFFICIENCY RESTORED

After a long period of efficient service, Westinghouse Friction Draft Gears can be restored to their original A.A.R. capacity and efficiency at low cost.



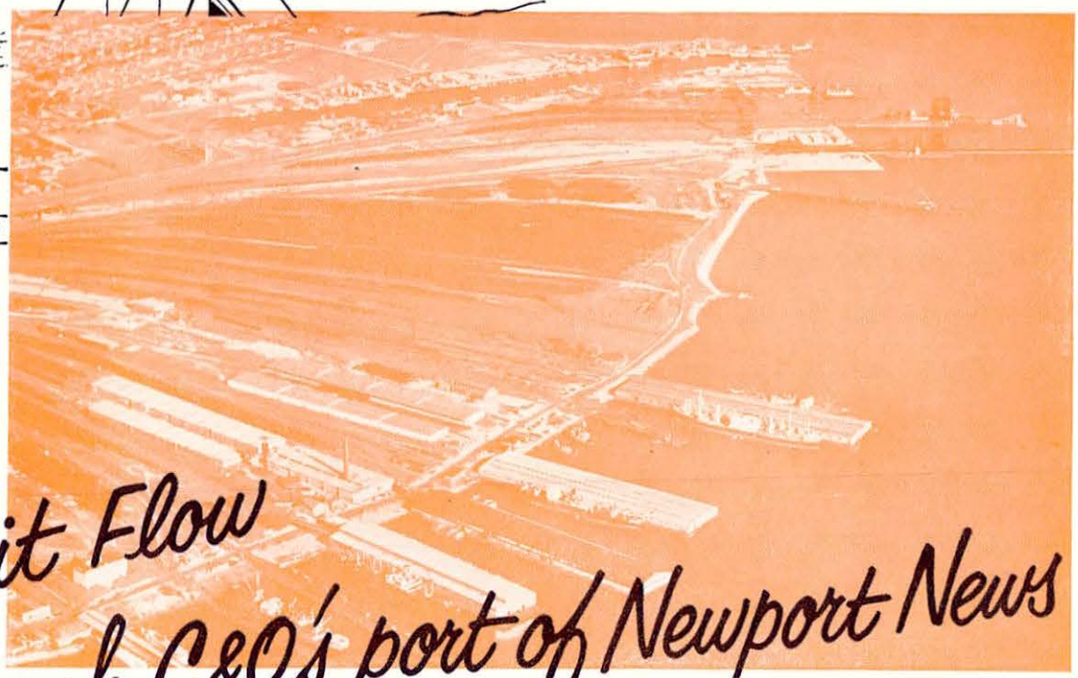
Specify
WESTINGHOUSE
FRICTION DRAFT GEARS
Certified A.A.R.

More than 98% of cars in freight-carrying service are A.A.R. construction and over 96% have Friction Draft Gears.

CARDWELL
FRICTION BOLSTER SPRINGS
for A.A.R. and Long Travel Springs

5899

Cardwell Westinghouse Co., Chicago
Canadian Cardwell Co., Ltd., Montreal



Let it Flow through C&O's port of Newport News

Shipments are never "dammed" at Newport News, for day after day, through this fabulous port flows a veritable sea of merchandise. Everything from automobiles to zinc oxide passes through this port to and from all parts of the world. Profit-wise shippers know from experience that Newport News has what it takes to expedite shipments with maximum speed, efficiency and economy. Route your next shipment through C & O's port of Newport News and see for yourself how you can cut distribution time.

PLENTY OF DEEP WATER . . . provides easy access to the piers. Wide space between piers assures quick turn-around and the port is ice-free and navigable the year round.

UNEXCELLED PIER FACILITIES . . . nine massive modern-equipped deep water piers with C & O tracks on each.

MIGHT OF MEN AND POWER OF MACHINES . . . elevators, conveyors, Gantries, hoists, and airveyor equipment, plus the manpower with the know-how to handle all cargo.

37,000,000 CUBIC FEET OF STORAGE SPACE . . . four great groups of warehouses, all sprinkler-protected (resulting in lower insurance rates); aggregating over 2,000,000 square feet of floor space; provide over 37,000,000 cubic feet of storage capacity.

NO LIGHTERAGE OR DRAYAGE . . . C & O rails run onto each pier and your shipment goes direct from car to ship . . . ship to car, eliminating extra delay and hazards of damage.

Chesapeake and Ohio Railway

Exide-Ironclad BATTERIES

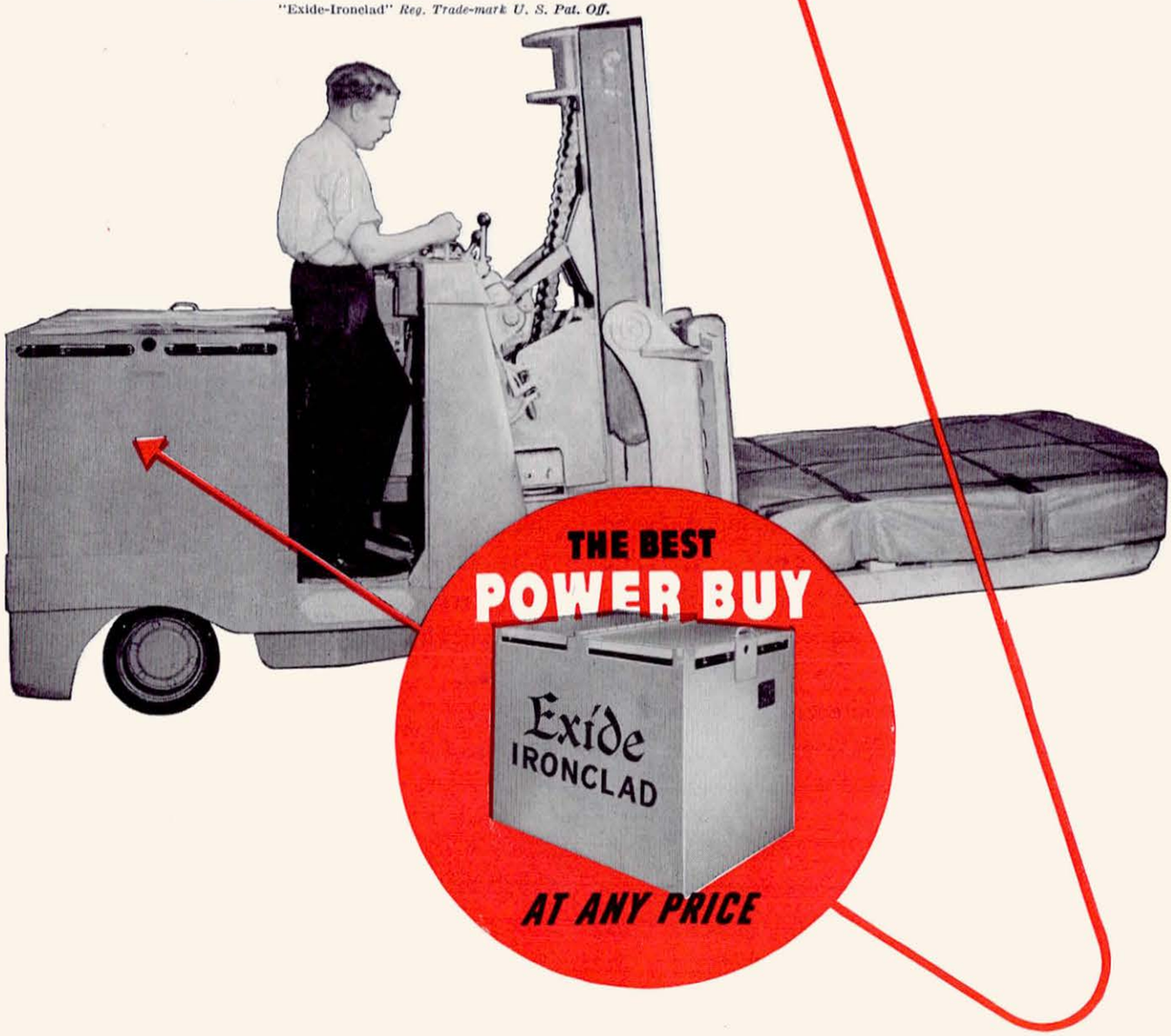
ARE YOUR BEST POWER BUY— AT ANY PRICE

They ASSURE high maneuverability of trucks . . . rapid, accurate handling of material. PROVIDE uniform rate of material handling with no unscheduled down time. SHOW lowest costs of operation, maintenance, repair, depreciation . . . inherently safe. Call in an Exide representative, and let him prove these facts.

THE ELECTRIC STORAGE BATTERY COMPANY
Philadelphia 2

Exide Batteries of Canada, Limited, Toronto

"Exide-Ironclad" *Reg. Trade-mark U. S. Pat. Off.*



Our Hat's in SOME Ring!

And all this new Diesel Power is going "right on the line" for the SOUTHWEST shipper and traveler.

Diesels, Diesels, Diesels and more Diesels, that's what the Southwest's main supply line—the Katy—is putting on the line for you this year.

New, improved, giant road Diesels to pull longer, heavier freights, farther faster . . . More Diesel yard switchers to trim minutes from terminal transferring times in the vigorous Southwest of an alerted nation.

And that's not all . . . many, many equipment and service improvements to speed your receiving schedules, simplify your Delivery problems.

Yes, in '52 Katy's on the run with expanded facilities coupled to the dependable, friendly, interested attention to your freight and passenger problems the Southwest has known for almost 80 years.

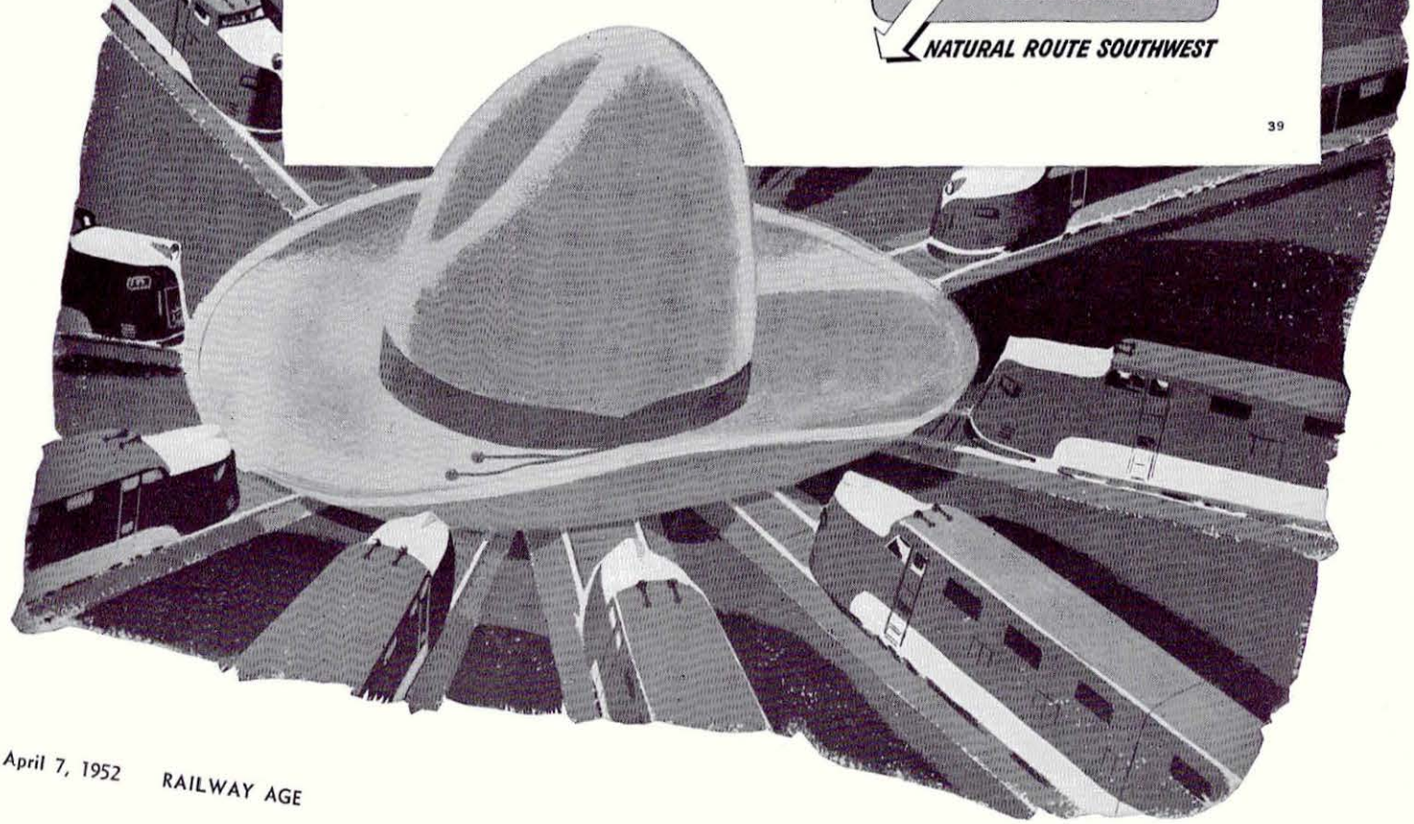
Your local Katy representative will be glad to tell you even more about Katy's many new plans . . . and how you may benefit by shipping and traveling Katy, Southwest.

M·K·T
KATY RAILROAD
MISSOURI-KANSAS-TEXAS

THE KATY RAILROAD

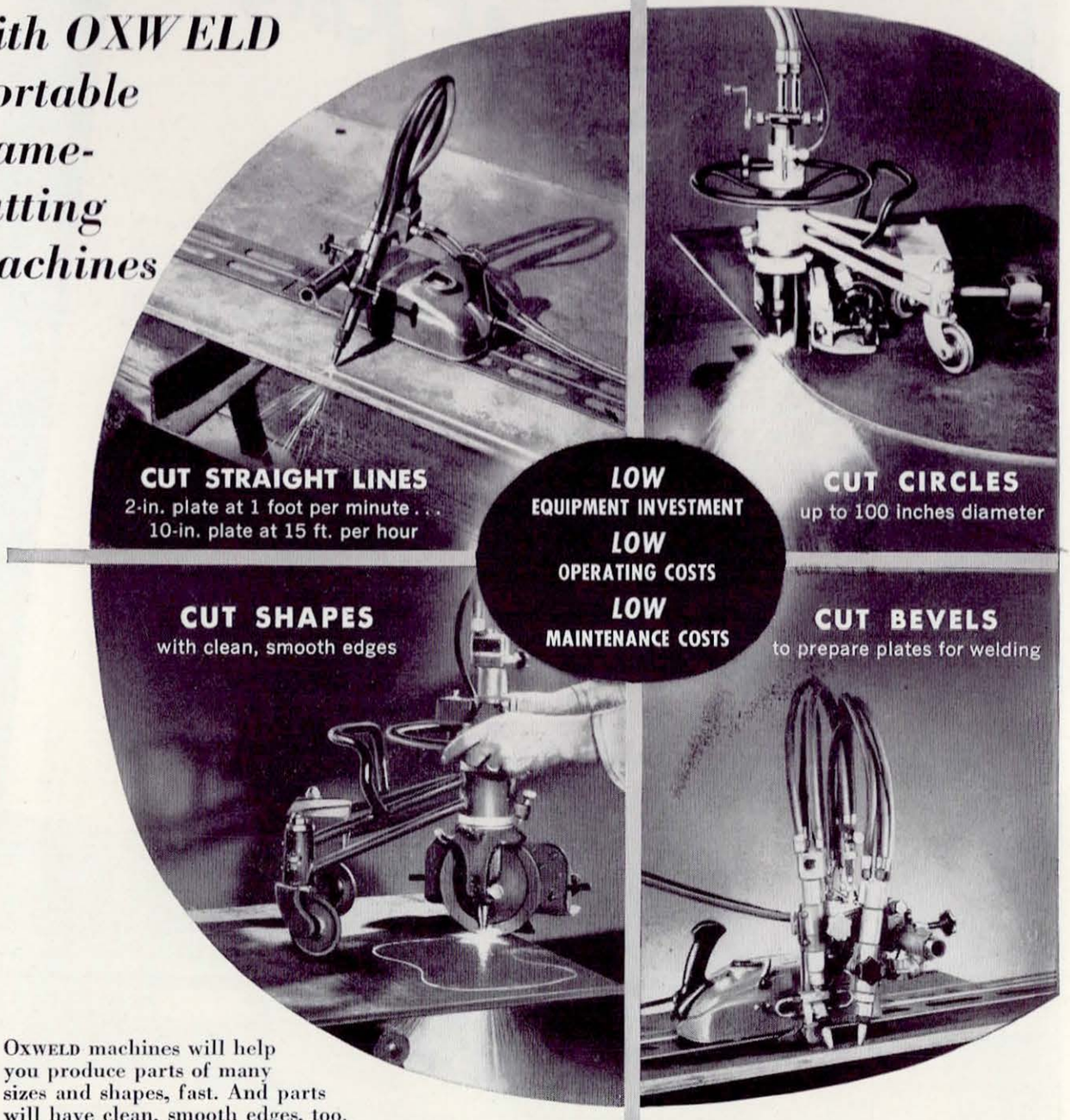
NATURAL ROUTE SOUTHWEST

39



Here's What You Can Do

with OXWELD portable flame-cutting machines



OXWELD machines will help you produce parts of many sizes and shapes, fast. And parts will have clean, smooth edges, too. Call or write OXWELD for more information.

OXWELD RAILROAD SERVICE COMPANY
A Division of Union Carbide and Carbon Corporation

Carbide and Carbon Building Chicago and New York
In Canada:
Canadian Railroad Service Company, Limited, Toronto

OXWELD RAILROAD SERVICE

SINCE 1912—THE COMPLETE OXY-ACETYLENE SERVICE FOR AMERICAN RAILROADS

The term "Oxweld" is a registered trade-mark of Union Carbide and Carbon Corporation.

These N&W Foreign Freight Traffic Men can help you – *Call on them..*

W. C. SAWYER
Gen. Foreign Freight Agt.
233 Broadway, New York, N. Y.
Phone: BArclay 7-1090
402 Royster Bldg. Norfolk, Va.
Phone: 26589

W. A. CORMANY
Foreign Freight Agt.
233 Broadway
New York, N. Y.
Phone: BArclay 7-1090

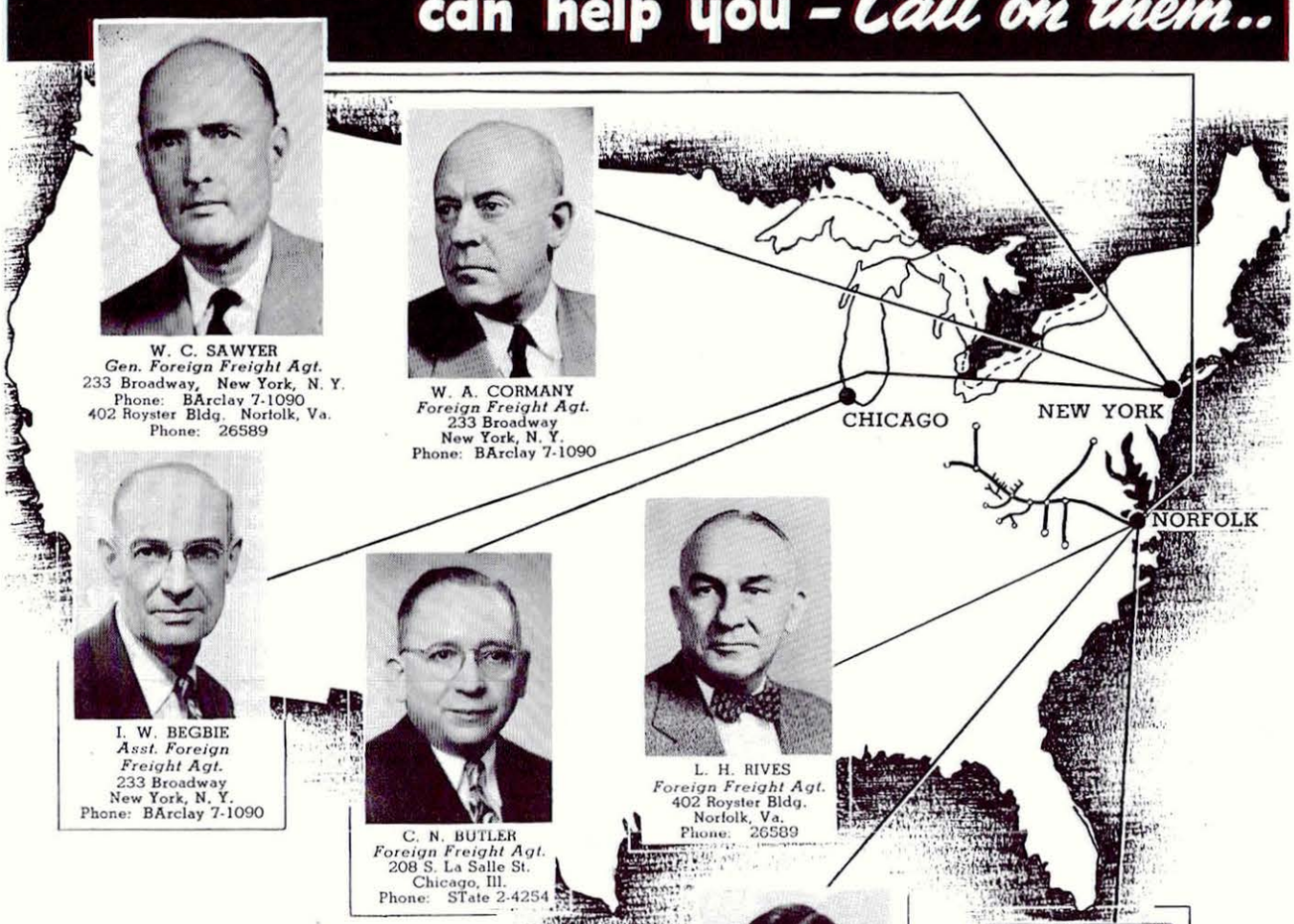
I. W. BEGBIE
Asst. Foreign Freight Agt.
233 Broadway
New York, N. Y.
Phone: BArclay 7-1090

C. N. BUTLER
Foreign Freight Agt.
208 S. La Salle St.
Chicago, Ill.
Phone: STate 2-4254

L. H. RIVES
Foreign Freight Agt.
402 Royster Bldg.
Norfolk, Va.
Phone: 26589

J. A. CONNER, Jr.
Foreign Freight Agt.
402 Royster Bldg.
Norfolk, Va.
Phone: 26589

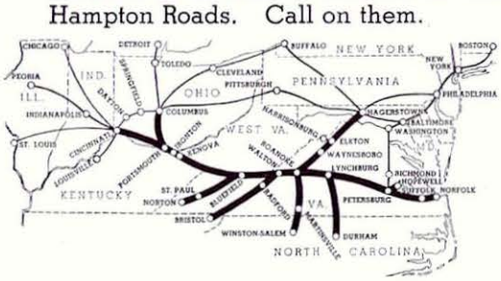
J. J. EVICH
Asst. Gen.. Foreign Fgt. Agt.
402 Royster Building
Norfolk, Va.
Phone: 26589



These men average more than a quarter-century of experience in foreign freight shipping—export and import as well as coastwise and intercoastal.

Their job is to provide you with complete information and dependable advice on the problems involved in foreign shipping today — problems concerning routes, rates, schedules, sailing and arrival dates, applications for export licenses, export declarations, proper packing and extended handling, marine insurance, commercial and consular invoices, terminal and stevedoring operations and many other factors in ocean shipping.

They are backed by a great team — the *dependable* Norfolk and Western Railway, and the *efficient*, modern Norfolk and Western facilities at the Port of Norfolk on world-famed Hampton Roads. Call on them.



Remember — your N. & W. freight representative is as near as your telephone. Up-to-the-minute information and dependable rail and port service are available to you — promptly.

Norfolk and Western RAILWAY

PRECISION TRANSPORTATION

gives freight of any weight a "passenger" ride

All types of loads, from paper cups to steel beams or heavy castings get a "Comfortable" ride at all speeds, with Barber Variable Friction Stabilized Trucks.

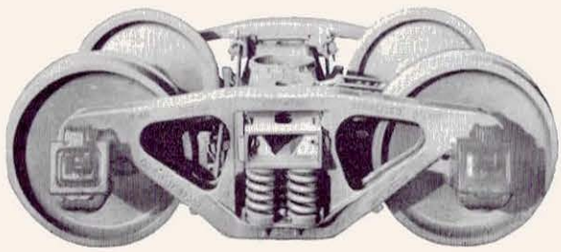
After the initial compression of the springs, there is a first-stage period of soft damping, which gives a soft ride, of special benefit to light loads.

If the load is heavy or at high speed, heavier damping action is activated, given exceptional protection against "over-solid" blows.

Furthermore, the side springs carry their share of the load, thus adding to the capacity of Barber Trucks.

Over 300,000 Car Sets of Barber Trucks Have Been Specified.

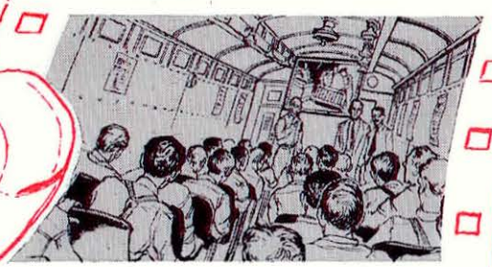
BARBER



STABILIZED TRUCK

5911

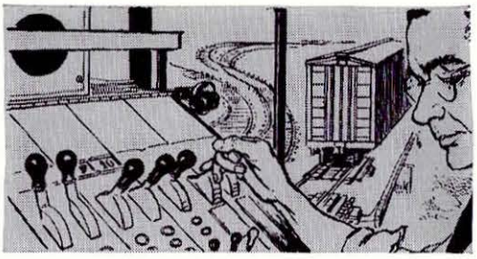
STANDARD CAR TRUCK COMPANY
332 SOUTH MICHIGAN AVENUE, CHICAGO, ILLINOIS



CENTRAL'S THEATRE-ON-WHEELS in the past several years has given thousands of training shows.

EVERY PHASE OF PERFECT SHIPPING is acted out on the screen... and explained in detail by an expert lecturer.

CENTRAL FREIGHT STATION CREWS are steadily learning better ways of loading and handling your goods.



CENTRAL'S FREIGHT YARD CREWS are always studying the fine points of smooth, careful car handling.

NEW YORK CENTRAL'S

PERFECT SHIPPING FILMS

WITH A

HAPPY ENDING!

safety of shipments up 28%

FIGURES SPEAK LOUDER THAN WORDS! Yes, here's the "happy ending"! Safety of shipments, since the war, UP 28%!

NEW YORK CENTRAL

THE SMOOTH WATER LEVEL ROUTE

PERFECT SHIPPING is really a *never-ending* feature on New York Central. With rearmament putting an extra premium on safe delivery of goods, Freight Station and Yard Committees aim to boost that 28% improvement in 1952.

"Whatever you ship...

- **PACK IT WELL**
- **MARK IT WELL**
- **SHIP IT WELL**
- **VIA SOO LINE."**

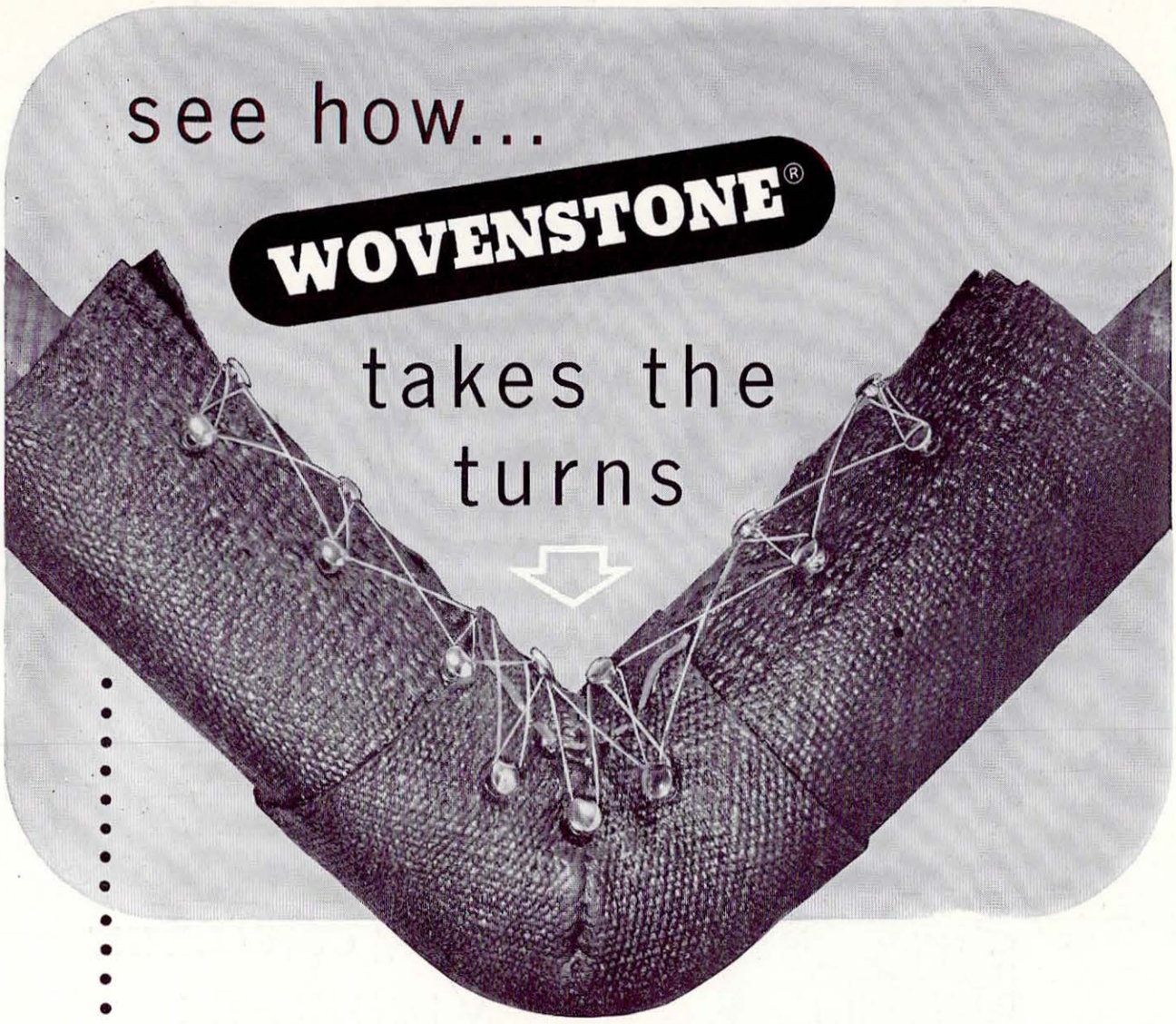
Says Florian M. Seiberlich,
FREIGHT CLAIM AGENT

● Those four "shipping directions" are the distillation of Florian Seiberlich's 48 years of railroading experience.

He started railroading 1904—has spent 39 years in the Soo Line Claims department. Since 1938 he's served as our Freight Claim Agent. In addition to his position on our staff, he also holds important posts in the Freight Claim Division of the American Association of Railroads.

We're proud to have railroading authorities like Florian Seiberlich on our staff. We think he's representative of many Soo Line specialists who handle or direct your freight. *Because* of these men you can ship Soo, confident that you'll get *shipping as perfect as experts can make it!*

SOO LINE —your working partner seven days a week



Unarco Wovenstone is a special kind of pipe insulation for railroad car-heating lines—special convenience . . . special stamina . . . and a special wide range of tailored fittings that help make the whole job efficient. Crossovers, Tees, Y's, and Elbows overlap adjoining sections, and all are made with the many Wovenstone features railroads long ago learned to appreciate.

Wovenstone is unaffected by sleet, rain, snow, freezing cold, or flying ballast, for the thick, Neoprene-coated asbestos jacket provides a perfect seal. Easy, lace-on application. Can be removed and reapplied without loss of efficiency. We'll be glad to send you new Wovenstone Folder No. 76-136.

UNARCO

UNION ASBESTOS & RUBBER COMPANY

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MO-PAC

offers shippers...

EAGLE

merchandise service

√ FAST √ CONVENIENT

√ DEPENDABLE

For LCL freight that can't wait . . . make sure! Ship via *Eagle Merchandise Service* . . . Mo-Pac's efficient and exclusive service for the merchandise shipper, that assures special and careful handling from pick-up to point of delivery.

Investigate our increasingly popular and efficient "Eagle Speedbox." Another Mo-Pac *first*, the "Speedbox" means significant savings to the merchandise shipper.

Call your Missouri Pacific freight representative for full details about the time and moneysaving features of fast, dependable *Eagle Merchandise Service.*

MISSOURI PACIFIC LINES

1851 1952

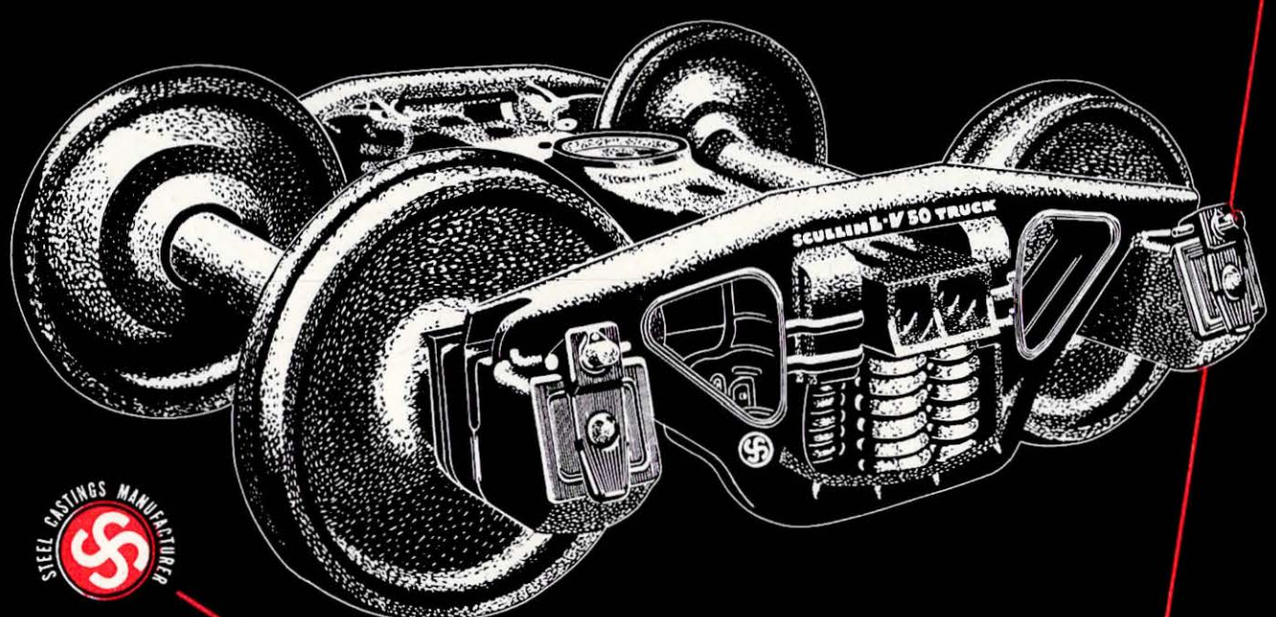
IN OUR SECOND CENTURY OF SERVICE

ROUTE OF THE EAGLES

GET A NEW PERSPECTIVE
on reduction of lading
damage losses...with SCULLIN L-V 50 TRUCKS

LATERAL VERTICAL 50 CUSHIONED MOTION

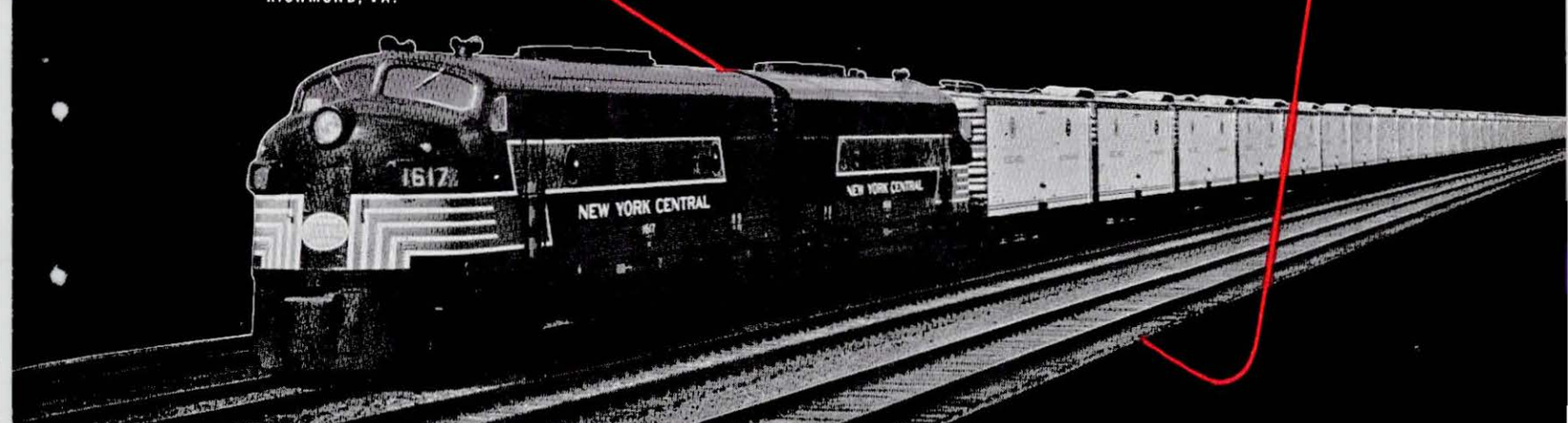
THE SMOOTHEST TRAFFIC-BUILDERS BETWEEN LCL AND YOUR RAILS



STEEL CASTINGS MANUFACTURER

NEW YORK
CHICAGO
BALTIMORE
RICHMOND, VA.

Photo Courtesy
New York Central System



SCULLIN STEEL CO.

SAINT LOUIS 10, MISSOURI

"I wonder what happened to me !" said Alice

ALICE in Wonderland ate the magic cake and grew until she was more than nine feet tall. Our National bureaucracy also seems to have partaken of the magic cake of power. Bureaus in our government have grown in number and scope until their activities now control, to a great extent, the lives of all individual Americans. Department after department adds more and more people -- state, justice, commerce, treasury -- not to mention those sprawling emergency born agencies of price control, N.P.A. and other alphabetical subdivisions.

The number of employees of our federal, state and local governments continues to grow. During many recent months, personnel was added to the federal payroll at the rate of 1,500 daily.

What is the reason for this mushrooming? The Korean War? Threat of war in Europe, Southeast Asia, or the Middle East? Obviously not! A glance at the federal budget gives the answer. The estimated cost of all governmental functions for the fiscal year 1952 is in excess of 70 billions of dollars, an increase of 26 billions, or approximately 60% more than last year.

When will it end? Only you, the individual citizen, who carries the bureaucratic load on his back, can stop it. It will end when enough patriotic men and women demand from congress that the Washington Wonderland start shrinking back to reasonable proportions.

YOUR SCRAP IS NEEDED — YOUNGSTOWN

The Youngstown Sheet and Tube Company

General Offices -- Youngstown 1, Ohio
Export Offices -- 500 Fifth Avenue, New York
MANUFACTURERS OF CARBON ALLOY AND YOLOY STEELS

The steel industry is using all its resources to produce more steel, but it needs your help and needs it now. Turn in your scrap, through your regular sources, at the earliest possible moment.

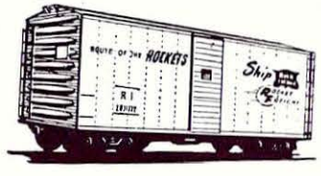
Ship "Rocket Freights" on your railroad the Rock Island

MEMORANDUM for "PERFECT SHIPPING"

Note Rock Island's outstanding improvements for better, speedier, and perfect shipping—

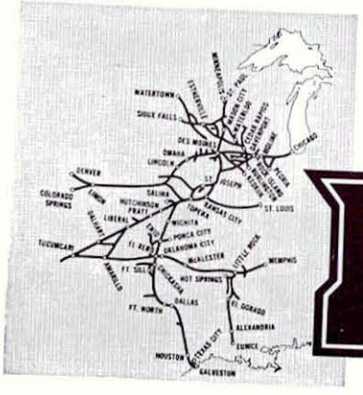
Diesel-powered freights—reduced grades and curves—strategic relocation of main lines—Centralized Traffic Control—Hump-Retarder Classification Yards at Silvis and Kansas City—and (brand new) an expanded ultra modern terminal for speedier loading, unloading and transfer of freight at Kansas City.

a few of the effective steps in Rock Island's program.



SPECIAL TREATMENT FOR L. C. L.

23,000 Package cars are available for L. C. L. Shipments. These cars are sealed between transfer points, reducing loss and damage.



ROCK ISLAND'S PRIMARY SERVICE AREA

(14 of the Nation's greatest States)

Arkansas, Colorado, Illinois, Iowa, Kansas, Louisiana, Minnesota, Missouri, Nebraska, New Mexico, Oklahoma, South Dakota, Tennessee, Texas, and the Texas Gulf Ports. And, through its connections to every part of the U. S. A.

Rock Island

A CENTURY OF SERVICE
1852 - The Road of Planned Progress - 1952

Celebrating 100 years of service

A marvel in 1852—even more so in 1952

When they said

GOOD-BYE TO HORSE-CARS . . .

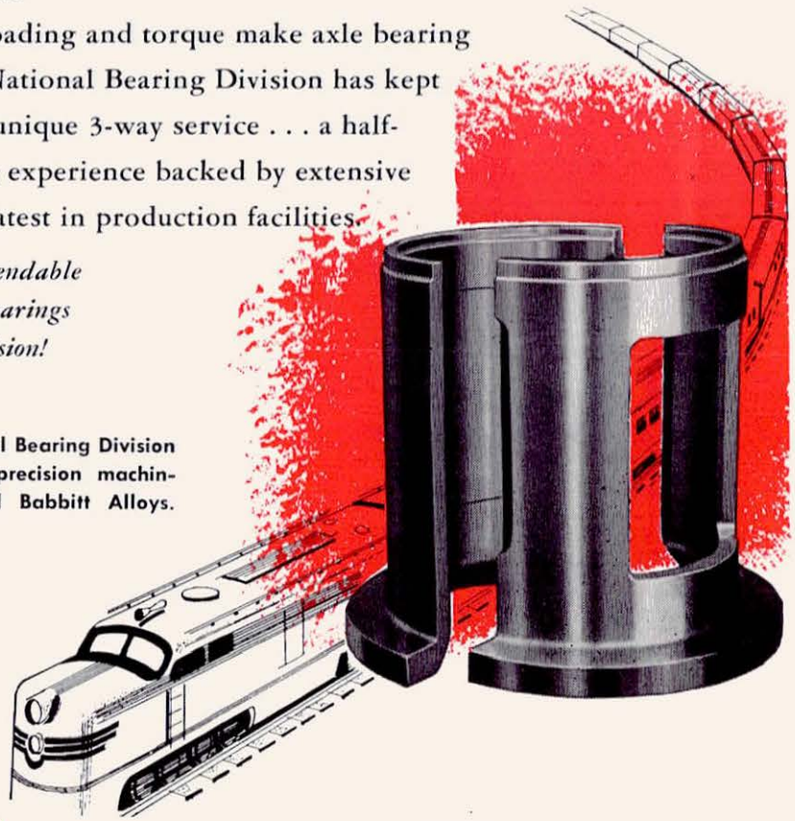
Back in the '90's a new-fangled contraption that ran on track—minus a horse in front—was the talk of the town. Even in those days, new speeds and loads presented axle bearing problems. It's on record that National Bearing Division was "in on the ground floor" with engineering service that solved such problems.

Today's higher axle speeds, loading and torque make axle bearing problems even more complex. National Bearing Division has kept pace through the years with its unique 3-way service . . . a half-century of priceless engineering experience backed by extensive metallurgical research and the latest in production facilities.

That's why you get trouble-free, dependable service when your locomotive axle bearings are made by National Bearing Division!

Write for FREE catalog . . .

A complete and pictorial story of National Bearing Division facilities, from research through final precision machining, including sections on Bronze and Babbitt Alloys.



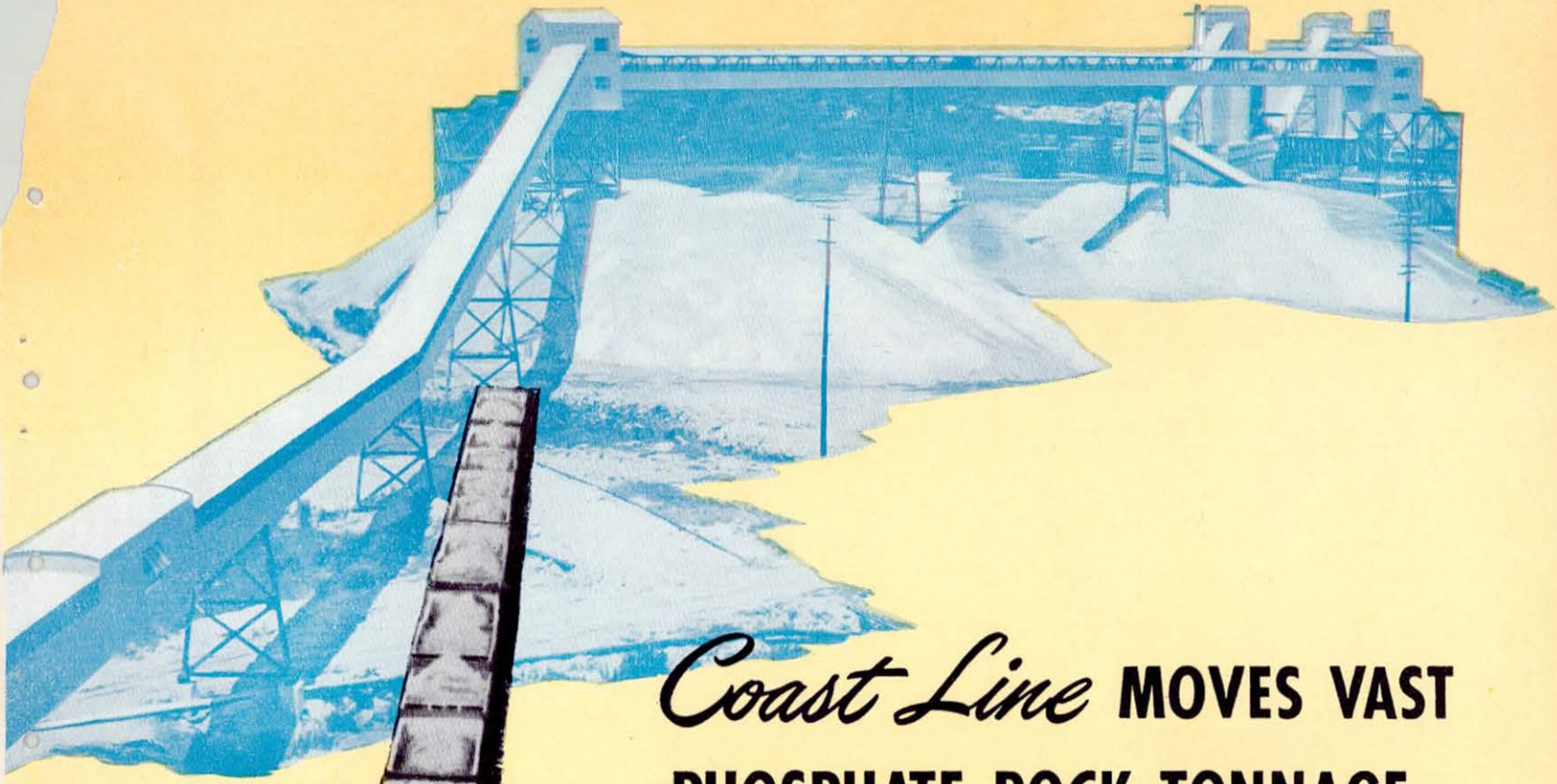
NBM

AMERICAN Brake Shoe COMPANY

NATIONAL BEARING DIVISION

4937 Manchester Avenue • St. Louis 10, Mo.

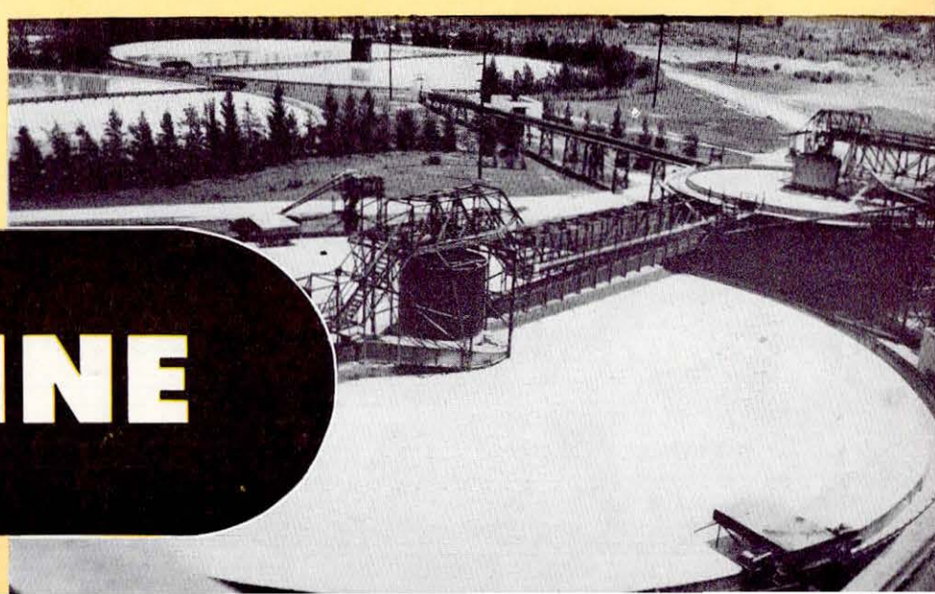
PLANTS IN: ST. LOUIS, MO. • MEADVILLE, PA. • NILES, OHIO • PORTSMOUTH, VA. • ST. PAUL, MINN. • CHICAGO, ILL.



Coast Line MOVES VAST PHOSPHATE ROCK TONNAGE *with* EFFICIENCY *and* DISPATCH

THE great phosphate rock industry in Florida has come a long way from the mule and scraper era. This mighty industry is highly mechanized.

COAST LINE'S modern, efficient transportation facilities have played a key role in the growth and continued expansion of phosphate rock mining and processing.



ATLANTIC
COAST LINE
RAILROAD

KEEP AMERICA STRONG AND FREE

The one sure way to do that is—

WORK hard and earnestly at the task of strengthening ourselves spiritually, morally and economically.

SAVE our free American way of life, no matter what the sacrifices may be.

VOTE at every election for people who place the welfare of their country above their personal political welfare.

PRAY for the wisdom and courage to do our duty as good Americans, faithful to God and to our country.

KEEP OUR RAILROADS STRONG AND FREE

by seeing that they are given equal treatment and equal opportunity to *compete* for the nation's traffic.

The power to keep our nation strong and preserve our American way of life, rests in the hands, the hearts and the minds of each of us.

WORK · VOTE · SAVE · PRAY
TO MAKE AMERICA STRONG

GO T&P

TEXAS AND PACIFIC RAILWAY

carrying coal

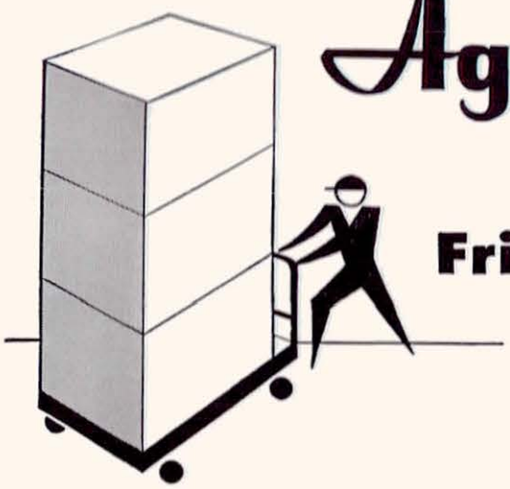
to new horizons

Hauling coal from the mines to river barges and trunk line carriers is the Chicago & Illinois Midland's bread-and-butter job, an unglamorous railroading chore indeed. But we like to think of it as part of a larger service,—making available the ultimate riches of our "black diamond" cargo with its familiar stores of heat and light and energy and its surprising new potentialities which men are discovering and harnessing to their needs and dreams.

A modern railroad with good connections in the Peoria-Springfield gateway area.

CHICAGO & ILLINOIS MIDLAND

CHICAGO & ILLINOIS MIDLAND RAILWAY CO.

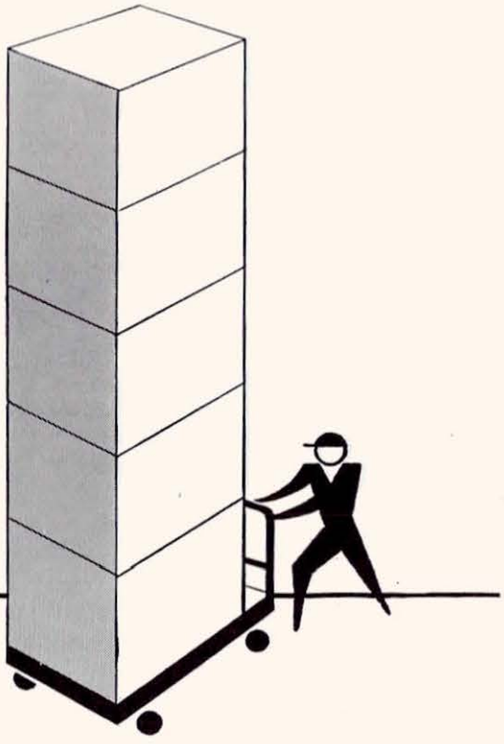


Again in 1951...

Frisco's Careful Handling Made BETTER Shipping for Thousands of FRISCO Customers

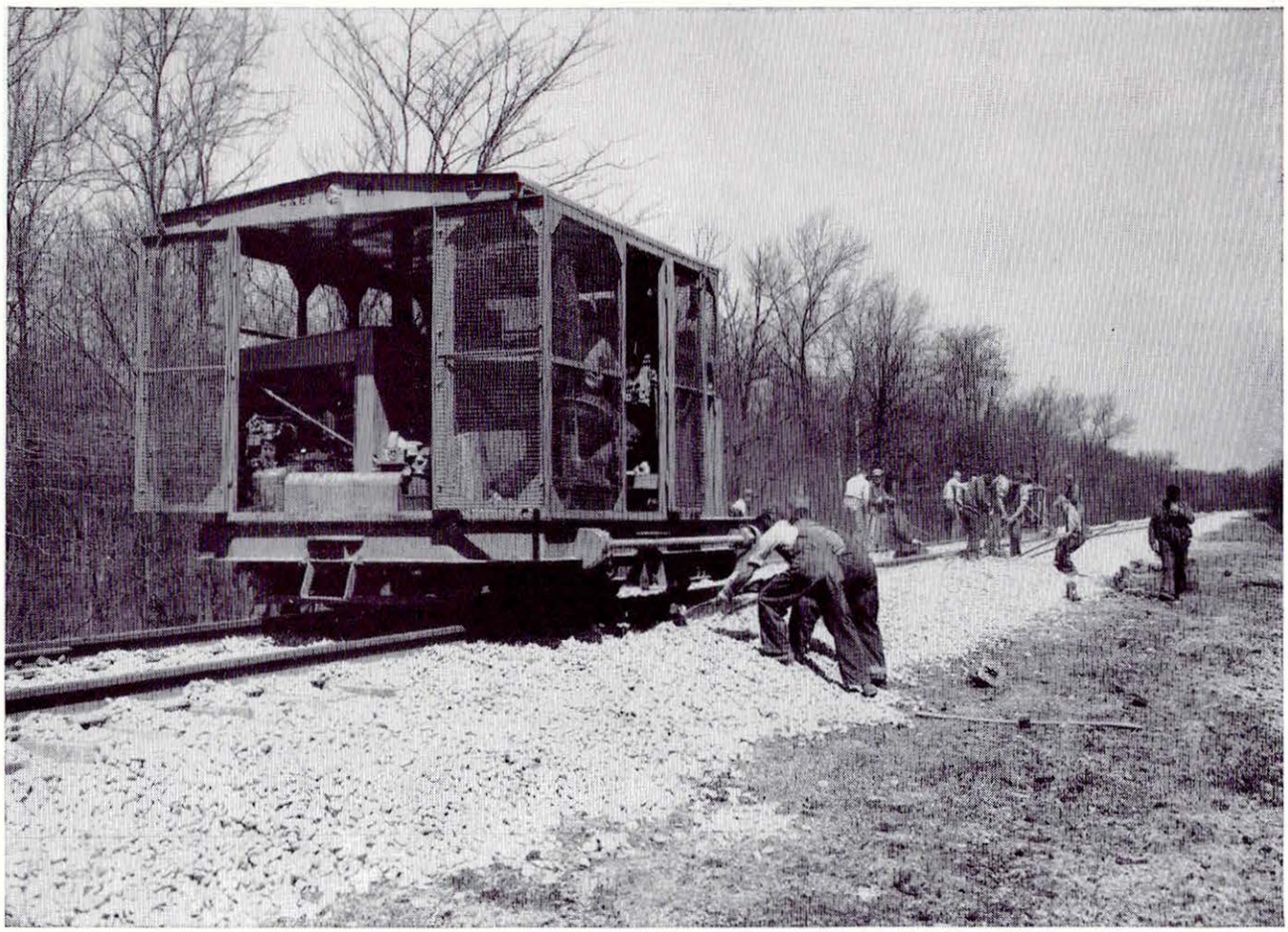
Here's Proof!

Ratio of loss and damage claim payments to gross freight revenue decreased 4% last year as compared with 1950.



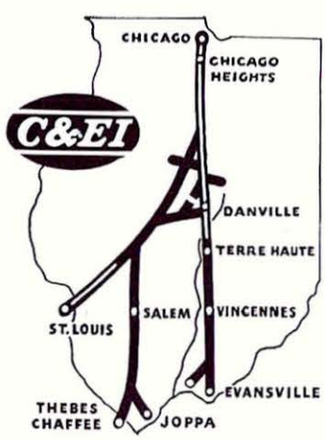
5,000 MILES SERVING:

MISSOURI • KANSAS • ARKANSAS • OKLAHOMA • TEXAS • TENNESSEE • MISSISSIPPI • ALABAMA • FLORIDA



Power Ballaster on the main line of the C & E I near Vincennes, Ind.

Good going for C & E I freight



• Since World War II, the Chicago & Eastern Illinois Railroad has made vast investments in *rolling stock*—Diesel locomotives and switch engines and new freight cars of every type. *Yard and shop facilities* have also been vastly improved.

And *track maintenance* on the C & E I has been stepped up to the highest efficiency level through the use of the most modern of automatic machines—power ballasters, power jacks, spike pullers, air compressors, power wrenches, ballast discers, and weed killers. *Wherever* freight moves on the C & E I, it finds the going *good.*

C & E I *personal* service is good, too—prompt, courteous, well informed, always on the job. Route *your* shipments via C & E I, for dependable handling and on-time deliveries through the great gateways of the Midwest—Chicago, Evansville, St. Louis, and Thebes.

CHICAGO & EASTERN ILLINOIS RAILROAD

Free Rolling

Tight Closing

FEATURES of the

SUPERIOR CAR DOOR

Free Rolling on ball bearings.

Easy operation means less damage to door and car side.

Tight closing, all edges baffled. Weatherproof, cinderproof, pilfer-proof.

Superior Car Doors mean satisfied shippers

•

Lading protection reduces damage claims

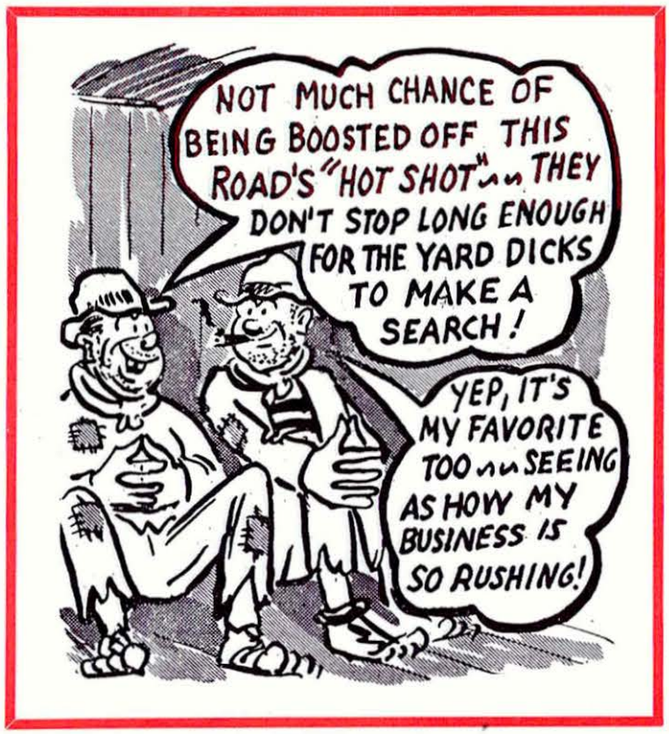
SUPERIOR CAR DOOR COMPANY

CHICAGO 4, ILLINOIS

Between East and West
THE FLASH
Q. A. & P. is Best!

THE TRANSCONTINENTAL CUT-OFF

- cuts time
- cuts distance
- cuts damage

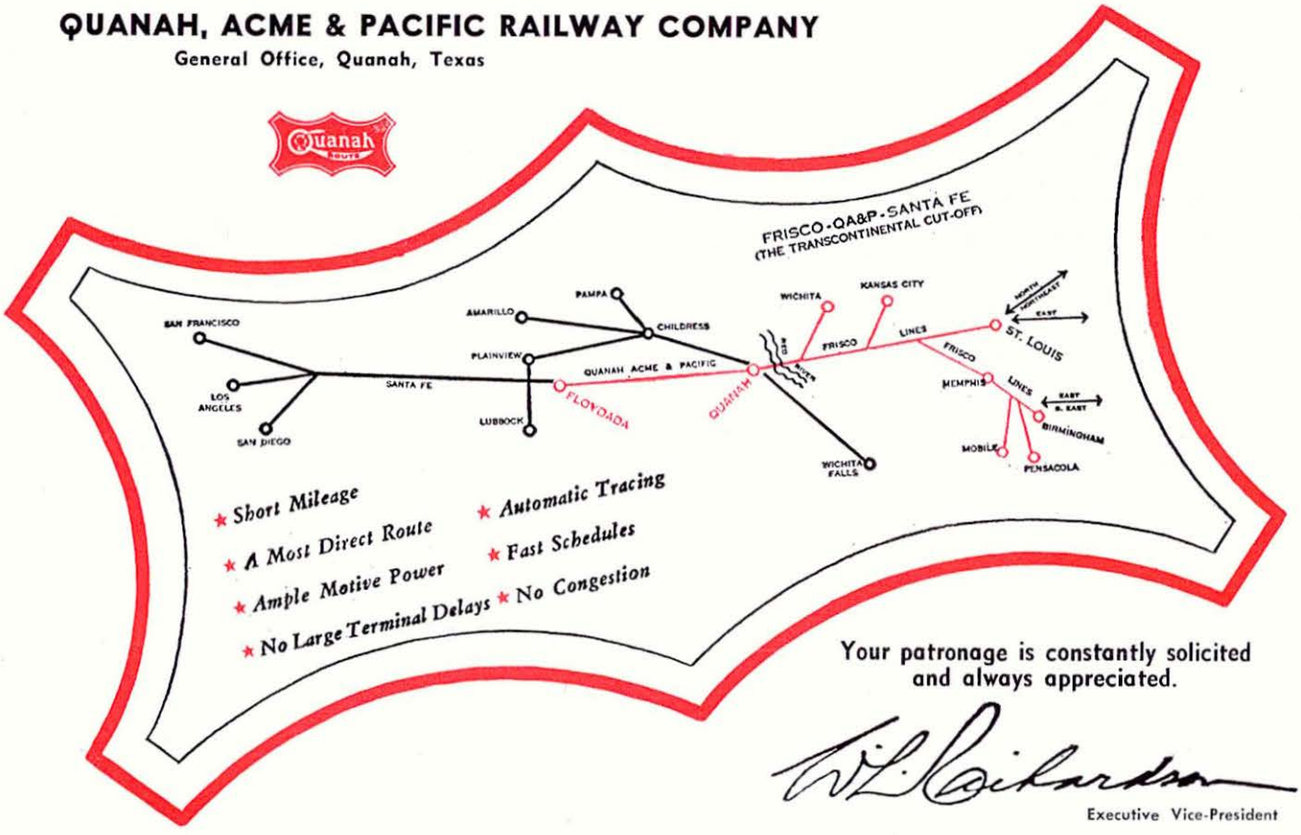

NOT MUCH CHANCE OF BEING BOOSTED OFF THIS ROAD'S "HOT SHOT" ... THEY DON'T STOP LONG ENOUGH FOR THE YARD DICKS TO MAKE A SEARCH!
YEP, IT'S MY FAVORITE TOO ... SEEING AS HOW MY BUSINESS IS SO RUSHING!

ONE OF AMERICA'S SHORT LINES — LONG ON SERVICE!

QUANAH, ACME & PACIFIC RAILWAY COMPANY

General Office, Quanah, Texas

Quanah ROUTE



- ★ Short Mileage
- ★ A Most Direct Route
- ★ Ample Motive Power
- ★ No Large Terminal Delays
- ★ Automatic Tracing
- ★ Fast Schedules
- ★ No Congestion

Your patronage is constantly solicited and always appreciated.

W. L. Richardson

Executive Vice-President

MORE THAN A ONE-MAN JOB!

Problems plaguing Diesel operators can be solved only through cooperation of operator, builder and oil supplier!

Yes, it takes all *three*—builder, operator and oil supplier—to solve the many problems created by modern railroad Diesel operation.

Socony-Vacuum has led this cooperative research effort since 1898—constantly makes laboratory tests and field evaluations—exchanges findings with leading builders and operators.

As a result, we have developed Diesel lubricating oils of unsurpassed quality—with exceptional detergency, excellent anti-foaming action and unusual resistance to oxidation.

Our broad experience, research facilities and quality products are always available to help solve *your* problems. Why not give us a call?

Railroad Lubricants

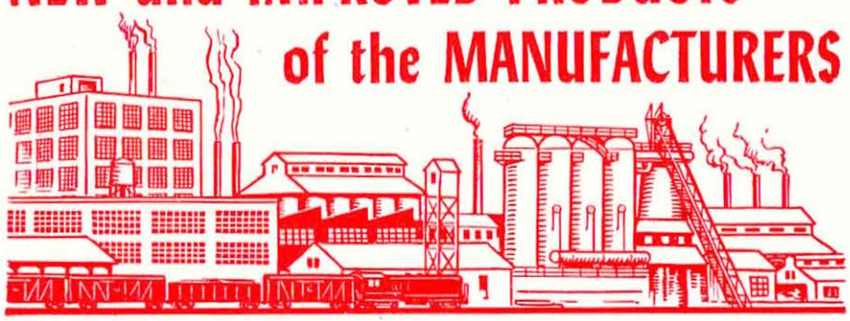
SOCONY-VACUUM

Correct Lubrication

WORLD'S GREATEST LUBRICATION KNOWLEDGE AND ENGINEERING SERVICE

SOCONY-VACUUM OIL COMPANY, INC., RAILROAD DIVISION, 26 Broadway, New York 4, N.Y.

NEW and IMPROVED PRODUCTS of the MANUFACTURERS



Mica Insulation for Traction Motor Coils

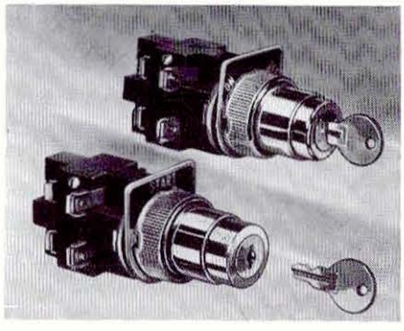
Mica mat, a new, paper-like material, made of matted flakes of mica, is being used for ground insulation in the General Electric Company's Locomotive and Car Equipment Department at Erie, Pa.

Developed in Europe, mica mat is manufactured by G.E. in a newly adapted process similar to paper making. General Electric engineers state that the operation at Erie is one of the first American production uses of this type of ground insulation.

Mica mat is being used in both armature windings and field coils in the manufacture of some motors and generators for electric and diesel-electric locomotives at Erie.

The new material will stand about 600 volts per mil of thickness. Its thickness is uniform within a fraction of a mil, and the thickness of a taped or wrapped conductor is more constant than was possible with mica-glass cloth insulation. Engineers point out that mica mat also has fewer electrical "holes" than mica-glass cloth.

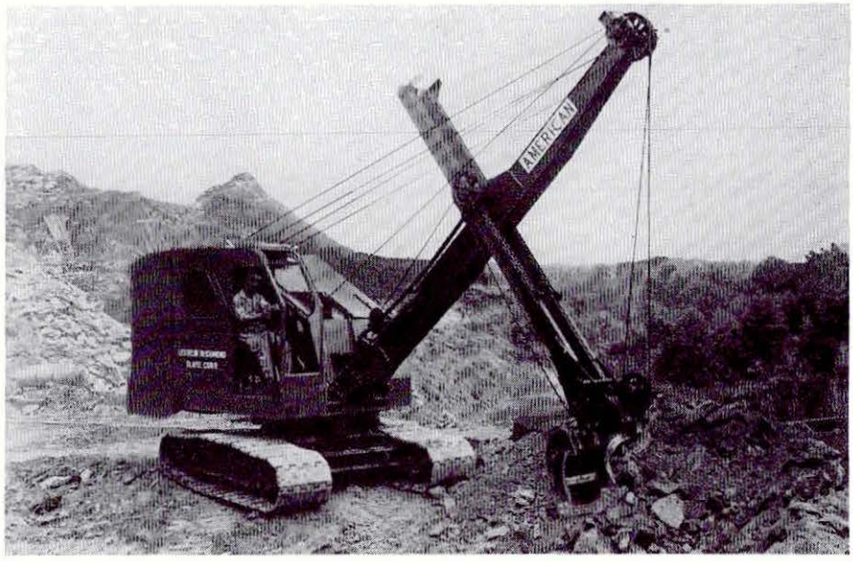
The manufacture of the new material is done by baking mica at 700-800 deg. C. and then suddenly quenching it with cold water, causing the mica to explode into tiny flakes. The water-mica slurry is then fed into a paper-making machine and comes out as a dry, fragile paper. This paper is impregnated with a heat-resisting silicone varnish and applied to glass cloth for use as wrappers. The finished product meets the specifications of Class H insulation.



Key-Operated Pushbuttons

Key-operated cylinder-locks for oil-tight pushbuttons are available from the Westinghouse Electric Corporation, Pittsburgh. The locks come in two basic types: the selector switch, which has either two or three rotary positions; or the pushbutton type, which can be depressed in either full or intermediate positions. Several models cover virtually all possible conditions. For example, the pushbutton type allows the key to be removed in the depressed position, in the undepressed position, or in both; and, similarly, the selector-switch type allows the key to be removed in any one or all of the various positions.

The cylinder locks are mounted in place of the standard operator on Class 15-022 Oil-Tite pushbuttons for panel mounting, or in surface-mounting or flush-mounting stations. All operators of the complete Oil-Tite line are mounted in identical round holes in panels varying in thickness from 1/16 in. to ¼ in. without requiring an extra gasket.



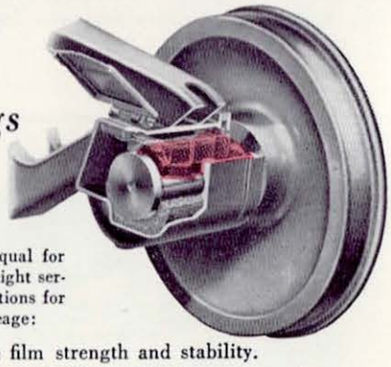
Crawler Crane

A ¾-yd. crawler crane has recently been announced by the American Hoist & Derrick Co., St. Paul, Minn. This crane, the Model 375 BC, follows the same basic design as the manufacturer's 80-ton locomotive crane and 100-ton revolving crane, in that the machinery platform is an integral rolled-steel electrically welded unit, rather than the conventional cast center with bolted-on walkways. This machine is in the 45,000-lb. class. Its track pads are double-walled, special steel castings with full-length pins. The special steel used is said to reduce abrasive wear to a minimum, yet to withstand the shock and strain of rough travel without breakage. A special lightweight alloy steel is used in the boom, eliminating dead weight and permitting maximum pay loads.

A high-speed boom hoist with a controlled lowering arrangement is standard equipment. It is claimed that the boom radius may be changed with perfect control and without danger of dropping the boom since the boom lowers against the compression of the engine at any speed desired by the operator. The maximum lowering speed is the same as the maximum raising speed. The machine incorporates other features said to insure operator comfort, ease of control and safety. Ball-joint rod end bearings are used in the hoist, swing and travel linkage system, while antifriction bearings are used in the brake linkage system. This feature is said to reduce pedal operating effort approximately 60 per cent and give the operator a better "feel" of the brakes. The shovel is equipped with an electric dipper trip.

Here are some important maintenance facts about LOW-COST SOLID BEARINGS

Improving maintenance and inspection practices can shorten the gap between on-line and interchange performance of solid journal bearings



This simple solid journal bearing assembly has no equal for real economy in modern freight service. Here are a few suggestions for maximum trouble-free mileage:

1. Use oils of adequate film strength and stability.
2. Make sure waste meets AAR specifications.
3. Repack at specified 12-month intervals.
4. Inspect bearings *after* switching.
5. Train and supervise your maintenance crews.

Routine yard maintenance of solid journal bearings requires fewer man-hours, less skill, and simpler facilities than would be required for any high-cost roller bearing installation. That's true of both interchange and on-line service.

But for low-cost solid bearings to operate in interchange with the higher efficiency that's obtained on-line, it's important that maintenance and inspection practices be up to the standards required. Oils of greater film strength and stability are a primary need. Journal packing should, but often doesn't, meet AAR specifications.

And adequate on-job training to teach the hows and whys of doing the job right, can really pay off in reduced hot box and operating expense. One large railroad has recently initiated a program that calls for car foremen in freight yards to hold ½ hour instruction periods each week. Just watch this railroad's bearing performance improve! Magnus Metal Corporation, 111 Broadway, New York 6; or 80 E. Jackson Blvd., Chicago 4.

MAGNUS

Solid Bearings

Right for Railroads

...in performance...in cost

MAGNUS METAL CORPORATION *Subsidiary of* **NATIONAL LEAD COMPANY**

N. I. T. LEAGUE TUSSLES WITH A PAINFUL DUTY

A nice fellow in this writer's neighborhood is going through a difficult experience, calling for painful exercise of his will power. His intelligence tells him that he must commit Good Old Rover to the gas chamber; the dog is old, diseased, costly and in the way. Indeed, our neighbor does not argue with himself whether Rover should go. But, so strong are the attachments of yesteryears, he just can't seem to get around to taking the animal down to the S.P.C.A.

The special meeting of the National Industrial Traffic League in Chicago on March 21, held to consider 29 bills on transportation now before Congress, was another instance of the usual reluctance to get rid of Good Old Rover. Most of the legislative proposals the shippers discussed, if enacted, would drastically change existing regulation and would alter the conditions under which government subsidies are now enjoyed by some of the favored transportation agencies.

Most of the regulation of the rates and services of railroads now in effect was instituted at the behest of shippers, at one time or another. All of these measures were designed to restrain what was then believed to be a natural monopoly. Similarly, much of the pressure for federal and state subsidies for transportation agencies competing with railroads may be traced to the political activities of business groups— acting as shippers—which sought to use these subsidized agencies to gain special advantages, either by getting the government to foot part of their freight bills, or to provide a competitive weapon to force the railroads to grant depressed rates in the competitive area thus established.

The recent special N.I.T. League meeting revealed that most of the influential shippers of the country are now convinced that:

1. The traditional and still persisting regulation of railroads as monopolies is outmoded, costly, useless, and a nuisance;

2. Handouts for selected transportation agencies in selected areas are not in the interest of shippers themselves, and do not tend to keep the costs of transportation down.

It may be asked how such optimistic statements about the attitude of shippers can be true, when the league members actually voted to oppose or to take no action on a good many of the 29 bills which would appear to be necessary steps in the direction of modernizing regulation and canceling out subsidy. Well, for one thing, the league didn't oppose the aim of some of the important bills to which it did not give its approval. The league was timid about technical construction. Thus, while these shippers opposed the highly significant S.2518 (permitting the railroads to obtain general increases in times of inflation without lengthy delays or I.C.C. assumption of managerial judgment), they did vote in favor of a similar provision affording what they regarded as more adequate protection to the shipping public in terms of filing technicalities and "waiting time." It was, again, only on technicalities that the league opposed S.2473 (which would impose user charges to support inland waterways). With the principle of levying such user charges the majority found no fault.

Optimism regarding the true convictions of the shippers is justified, moreover, because, in those cases where they failed to take courageous action—as, for example, with regard to regulation of exempt agricultural truckers—the failure resulted more from a desire for more facts than from any active desire to encourage further decay in a situation which is already malodorous.

It is plain—to this writer anyhow—that predominant shipper opinion has at last become thoroughly convinced that railroad regulation on a theory of "monopoly," and a contrived policy of government handouts for the manipulation of rates, are no longer any good for them or for anybody else in 1952. What they *did* vote for on March 21 is far more heartening and significant than what they failed to vote for. It is not going too far to characterize their action on S.2518 and on S.2743 as "revolutionary."

The habit of decades of relying on regulation and subsidy to gain certain ends is not easily sloughed off. Whatever action the league may have failed to take may be laid to an understandable conservatism. Our neighbor finds it mighty tough to consign his once helpful canine companion to the lethal chamber, but in the end his intelligence is going to overcome his unreasoning hesitation; and old Rover is going to be put out of his misery.

DANGER OF COMPLACENCY ABOUT FREIGHT CAR SUPPLY

The recent announcement by the Defense Production Administration of allocations of materials for the building of 3,000 additional freight cars during the second quarter of 1952 is tangible evidence that the supply of steel is becoming a little less tight than it has been for most of the year. This steps the quarter's program up from an average of 6,000 new freight cars a month to an average of 7,000, with permission to add another 333 cars a month if the allocations for 7,000 cars can be stretched that far.

This is ground for hope that steel allocations for the third and fourth quarters to support a larger program may be within reach. But will they be sufficient to restore fully the 10,000-car program? That program, calling for an increase in Class I ownership up to 1,850,000 freight cars, was adopted by the railroads through the A.A.R. at the end of July 1950, backed by the D.T.A. in October and implemented by the National Production Authority, with steel enough to build 10,000 new cars a month during the first quarter of 1951.

At present the demand for freight cars is easier than it was a year ago. No doubt this is partially a reflection of the easing of the pressure of the defense program and it will probably tend to discount the sense of urgency of the railroads' need for new cars at the rate of 10,000 cars a month. In this connection, Arthur H. Gass' recent comment in the Car Service Division's monthly bulletin warns all concerned against complacency as to the boxcar supply during the current year; he thinks the trend will be one of increasing requirements as the year advances. With the seasonal increase in demand in the South now opening up and the increasing demand of the expanding steel industry, the open-top outlook is much the same.

But even if no extreme car shortages should develop at any time during 1952, there is still the urgent need for new freight cars in order that ownership may be built up to a point where the railroads will be able to face, with safety, any emergency which may develop.

Another aspect of the progressive curtailment of material allocations to meet the railroads' program is the way it affects the use of the carbuilding facilities of the country. As allocations are decreased, the difficulty of having materials available in complete car sets tends to become proportionately greater. There is also the necessity on the part of carbuilding plants for reducing the number of assembly tracks in operation because of inability to operate them efficiently unless at full capacity. Thus, with steel allocations for 9,000 cars a month during the first quarter of 1952, the output for January was 8,642 cars and for February, 7,358. As men are laid off under present conditions, they can be replaced later only with great difficulty. A continuation of this trend can become dangerous.

Even though the tightness of the steel supply is easing, there will continue to be competition for all that is available for some time to come. As long as controls are in effect, the railroads will get no more, and perhaps less, then they, and those who represent them, are willing to fight for.

BIG JOB FOR A BIG MAN

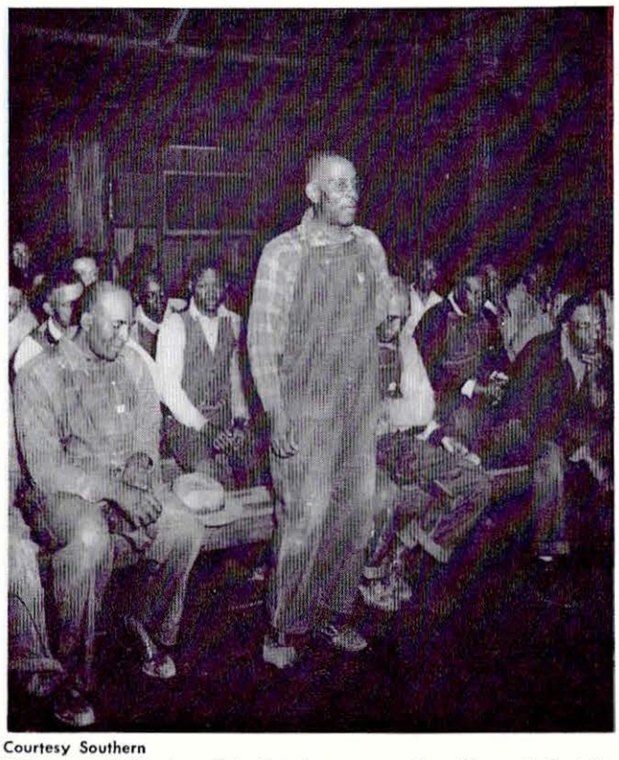
The director of the new Freight Loss and Damage Section of the Association of American Railroads, Carl A. Naffziger, is a big, hearty man, with a voice that inspires confidence and can be heard. As A.A.R. President Faricy remarked, when he introduced him to an audience of railroad, trucking and shipping men in Chicago on March 21, he "brings to the job . . . the assets of a sturdy physique—which he will need in the months and years to come."

The new "czar" (our term, not his) also brings to the job a solid, practical background in those departments of railroading where most damage is either done or avoided—station service and yards. In almost a decade as head of the prevention activities of the far-flung Missouri Pacific, Mr. Naffziger has shown himself to be a man of imagination and persistence, with the ability to get other departments excited about the worth—to them—of reducing claims.

The staff of the A.A.R. have always been careful to point out that they do not tell individual railroads what to do; that the officers and employees of a voluntary association do not have this right. Nevertheless, this paper hopes that the new prevention director will go just as far as he can in establishing standards of educational and prevention activities applicable to any railroad; and then apply any pressure not expressly forbidden by law to obtain compliance from every Class I road in the country.

The degree to which managements take an interest in prevention activities—and devote the necessary manpower, money and personal time to give force to that interest—varies so widely among railroads even of comparable size and resources, that one wonders how railroad officers can respond so differently to facts which are common to them all. Since so large a proportion of railroad freight is interline, "weak links" in the transportation chain never bear the full financial burden of their neglect, and the enterprising railroads do not reap the economic savings or shipper good will to which their efforts entitle them.

In their own interest, the movie moguls have, for some years, allowed outsiders like Eric Johnston to tell them how to run their businesses— insofar as moral cleanliness is concerned. Might not the railroads, with profit to themselves, similarly entrust an experienced "insider" like Naffziger to help make the best practices of the industry "standard operating procedure"?



Courtesy Southern

"Grass-roots" education in the proper handling of freight is an increasingly important tool being used to reduce preventable loss and damage.

Inexpensive flash-equipped cameras are being more widely used to picture loads received in bad condition. Photographs are then transmitted to the shipper and the originating road.

A Railway Age "Roundup"

Claim Prevention Activities on 44 Railroads

Freight claim prevention is receiving increasing attention from top management, and its significance and the techniques for achieving it are being "put across" to supervisory and on-the-ground personnel with greater skill and effectiveness than ever before, a nationwide survey of railroad freight claim prevention activities by *Railway Age* discloses.

The 44 railroads responding in the survey indicated that assertive claim prevention activities have been successful in reducing the incidence of avoidable damage claims. And indications are that the savings produced by these programs are considerably in excess of their relatively modest cost.

Individual replies revealed a wide variety of claim prevention activities being carried on by different railroads. But all are aimed at the common goal: reduction in losses due to avoidable loss or damage.

Here are the highlights in the 44 reports:

Ann Arbor: Freight claim prevention is handled as a cooperative effort by the operating, claim and traffic departments, with particular emphasis on the necessity for proper employee training. In addition to periodical departmental employee meetings, at which prevention work and results are discussed, on-the-job meetings are held at more important freighthouses. Monthly information on reported damage and claims is distributed to employees and posted on bulletin boards to help employees "keep the score."

Atlantic Coast Line: Although this road's claim-expense-to-freight-revenue ratio has continued to run below one per cent, prevention efforts are being intensified. A new training program designed to reduce rough handling—particularly in terminals—was placed in effect last fall. Comparative inspection of terminals showed that, among yard crews, smooth handling did not affect production. Examination disclosed that lack of training and of personal interest were a principal cause of rough handling. In each yard, a member from one of the best crews was selected and used as an instructor for all crews—spending as much time as necessary to do the job.

Impact recorders are made available for exclusive use within each terminal *as a means of education*. The recorders are placed so that train crews can have im-

Courtesy National Association of Shippers Advisory Boards

Proper packaging, loading and handling of fresh fruits and vegetables—commodities with a traditionally high loss and damage ratio—are receiving particular attention.

mediate access to the register tape. The training and impact recorder programs have been implemented with weekly and monthly discussion meetings designed to build a personal interest on the part of crews in the active prevention of loss and damage.

Baltimore & Ohio: Freight loss and damage is a live subject, from top management to the men on the platform and in the yards. A total of 12 freight service inspectors work the year round on a systemwide basis —assisted by a special group of 5 well-trained employees known as the "flying squadron"—visiting freight stations, interviewing foremen and individual freight handlers, and observing the loading, stowing, blocking and bracing of freight. Periodic yard checks are made, with talks to all yard crews concerning the need for careful handling and switching of cars. The services of these inspectors are also available to shippers and receivers for assistance in loading or packing difficulties. Some 39 impact recorders are used in regular merchandise service. Two films—"Handle with Care" and "Think Twice" have been shown to all station, yard, train, and engine crews over the entire system.

Bangor & Aroostook: The year's outstanding event was a meeting of operating officers from 23 railroads in Millinocket, Me., to discuss "flat core" damage to newsprint rolls caused by rough handling in yards and terminals. Reports from shipping paper mills indicate that, since this meeting, there has been a reduction of approximately 65 per cent in this type of damage. This railroad continues to take pride in the care used by its switching crews in handling all types of commodities.

Boston & Maine: During the past year many educational meetings with freight house and yard employees were held on various parts of the railroad. In addition, assistance was offered to shippers in solving packing and loading problems. A reduction in loss and damage payments on the B. & M.—in the face of an increase in the national average—indicates that these prevention activities are proving beneficial.

Burlington Lines: Last year careful-handling meetings were held at 45 points to encourage employees to handle freight carefully and with dispatch. Twelve transportation inspectors—together with other employees —regularly contact shippers and consignees to offer their assistance in helping solve packing, loading and shipping problems.

Canadian National: Throughout the past year an educational program—designed to promote careful handling by all employees engaged in freight operations—was conducted on a systemwide basis. Circulars and posters were distributed at regular intervals, and numerous seminars were held at different points on the system to deal with the subject of freight handling. Supervisory officers gave short talks to the men as they went on duty, and at other suitable times. Motion pictures were used at larger terminals, and an instruction car equipped with a projector was used to carry the campaign to forces at outlying points.

Canadian Pacific: A ratio of claims to gross revenue that compares favorably with that of any other major railroad in North America is maintained. Important features of the program which brought this about include: (a) employee meetings, personal contacts, and written instructions concerning proper methods and handling of shipments, (b) use of impact recorders to locate where rough handling occurs; and (c) aid to patrons with shipping problems.

Central of Georgia: Use of cameras—started in a small way a few years ago—is now in great favor. Larger system agencies and all route agents are now equipped to take pictures of freight loadings prior to departure, as well as pictures of freight received in bad condition. Pictures of loadings at origin are often more helpful than pictures of damage because they show good practices which can be utilized by others.

Among the many loss and damage activities, efforts to bring home to the individual employee the importance of safe handling have been stepped up. This is being done principally by holding greater numbers of meetings of agency, yard, road and other forces, and by the increased use of moving pictures.

Clinchfield: Supervisory forces have been increased, a large part of their work being directed toward the prevention of claims. The program includes frequent inspection of agencies to assure maintenance of proper records, and the proper inspection and reporting of damage. Particular attention is paid to determining the causes of damage and possible prevention means. The need for constant attention has been, and is being, kept constantly before agents, station employees, yardmasters, yard employees and trainmen. An intensive prevention program, beginning with a special April program, will continue throughout the year.

Cotton Belt: This road's claims ratio continues to move downward, with a ratio of 1.35 per cent for 1951, compared with 1.51 for the previous year. Prevention work is under the active direction of a system "General

Courtesy Baltimore & Ohio

Prevention Committee," consisting of the active heads of various departments, and meeting quarterly. Station prevention committees at larger points, under the chairmanship of local agents, meet monthly. Prevention work is applied on a daily, "common sense" basis.

Delaware & Hudson: Continuing efforts to encourage "perfect shipping" are being made through educational posters and "personalized" handling with shippers and employees. Impact registers have been assigned to services where they can be used to best advantage. Claim payments on carloads of newsprint paper were 47 per cent lower in 1951 than 1950, reflecting the results of a new method of handling this type of shipment whereby the number of switching moves is reduced.

Detroit & Mackinac: A modest program—fully adequate for the 230-mile road—for cutting down preventable claims will be repeated in 1952, supplemented by two or three visual aid instruction films. The program included: (a) "spot" checks of loads of plasterboard, paper, merchandise and other commodities—including the use of shock recorders sealed in cars, (b) prevention posters on bulletin boards in warehouses, stations, and trainmen's quarters, and (c) frequent reminders about the necessity for careful switching and car handling.

Erie: Stressing employee alertness, foresight and imagination, this road's loss and damage program seeks to impress employees handling merchandise with the importance of proper on-the-spot loading techniques, and the need to look ahead for possible emergencies. Division superintendents and station agents conduct regular meetings to review latest stowing and handling methods. Circulars, bulletins and posters are used to provide further stimulation.

Cameras, impact recorders and bulkheads are utilized to reduce claims. In 1951 additional mechanical handling equipment was added as a claim preventative. An alert property protection department has helped reduce loss through pilferage by constant inspection and investigation. A reduction in claims on an important source of revenue—transportation of fresh fruits and vegetables—was achieved in 1951 as the result of employee-shipper-receiver education and cooperation.

Florida East Coast: With the full cooperation of shippers, F.E.C. inspectors constantly visit loading stations to check crating materials, assembly of crates and correct loading. Because such a large percentage of F.E.C. traffic is fruits and vegetables—heavy claim producers—particular attention and effort is devoted to prevention work with these commodities. Inspection of cars before loading is a "must." On-time performance of trains is stressed. Errors which cause claims are brought to the attention of those responsible. Foreign lines are advised of cars improperly loaded on their lines.

Regular meetings are held to stress the continuing importance of claim prevention. Some of these meetings are attended by shippers, crate manufacturers, members of the Railroad Perishable Inspection Agency and "foreign line" railroad representatives — as well as by local F.E.C. employees. At these meetings slide pictures showing load conditions at destination are used to bring out correctable defects which cause damage.

Illinois Central: Every department cooperates in prosecuting a seven-point loss and damage prevention program:

(1) Plans are formulated in advance for a year's activities. Special attention is given the carload and l.c.l. commodities giving the most trouble.

(2) All "o. s. & d." reports issued by destination agents are sorted by carload and l.c.l. and analyzed to find chronic sources of trouble.

(3) "Exception" reports are charged to the station at fault, and are likewise analyzed daily.

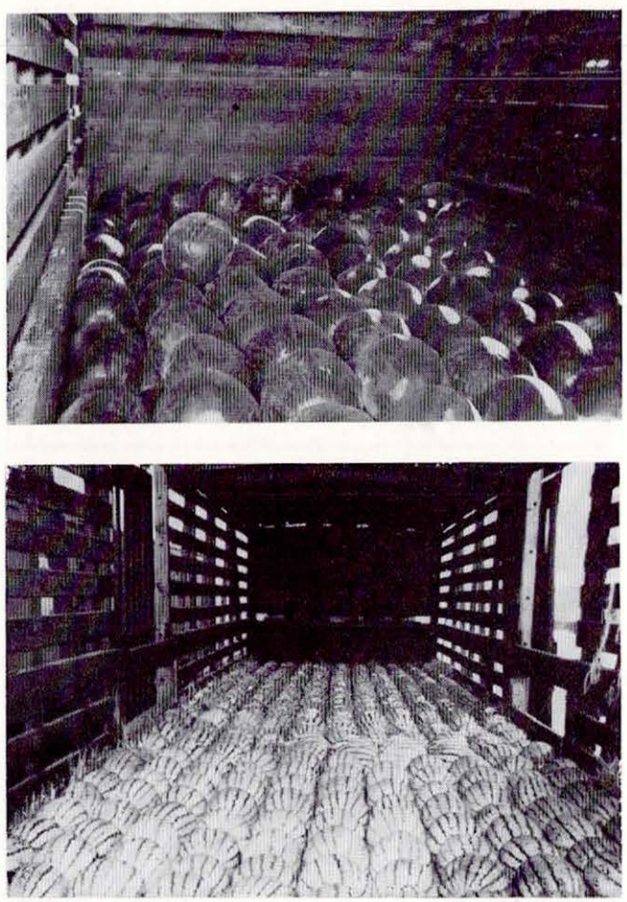
(4) Some 39 impact recorders are used to help eliminate over-speed impacts.

(5) Cooperation from specialty shippers (such as sugar) is sought in improving packaging and loading methods.

(6) Elimination of fire losses in both flat and compressed cotton is being sought by a cooperative educational program for railroad, shipper and ginner personnel.

(7) Employee interest in the continuing need for damage prevention is stimulated. All employees handling freight are under constant educational influences.

Kansas City Southern: Active participation in the April "perfect shipping month" campaign will take the form of letters, posters and meetings urging the full cooperation of all having to do with the providing of



The value of proper loading techniques is demonstrated by these two photographs—taken by an Illinois Central claims agent with an inexpensive flash camera—of watermelon shipments. In the top picture the melons were improperly packed, and many arrived bruised and broken. In the lower picture the melons were carefully packed and moved the same distance with none broken or bruised.

Courtesy Southern Pacific

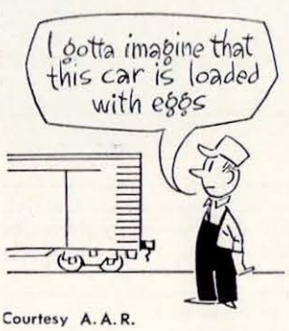
proper equipment, recording, loading, unloading, movement and delivery of freight. Receiving clerks are urged to give special attention to proper containers and markings—"it has always been our contention that a properly packed and marked shipment is half-way to destination." Terminal yard and road crews will be asked to give special attention to careful handling. Local agents and traffic representatives are asked to help organize and publicize local efforts to eliminate avoidable loss and damage.

Lehigh & Hudson River: A program of visual education—using a sound projector—and training has been recently instituted to further the prevention of loss and damage. This program is paying particular attention to the avoidance of rough handling and related matters.

Lehigh & New England: A reduction of 3.5 per cent in the number of claims presented, 5 per cent in the number of "exception" reports issued, and 43 per cent in the number of mishandled shipments was reported for the year 1951 as compared with the previous year. Distribution of claim prevention literature was more than doubled, and the interest of supervisory personnel in the operating department has been further aroused. This has led to a program of fostering similar interest among the yard, engine, train and station crews.

Lehigh Valley: Increased tempo in the "grass roots basis" program is planned for this year. Frequent staff meetings between departmental heads and local supervision afford the basis for close cooperation and a full discussion of mutual problems. Policies and procedures developed in these meetings are then used in getting together small groups of employees for informal talks on damage prevention. Trainmasters, road foremen of engines, and local station agents meet with the men under their jurisdiction for frequent discussions. A special drive against overspeed impacts was conducted last January and February, with local terminal committees keeping a close watch on car handling in their areas. Persistent attention is being given the recoopering of packages, when necessary, to permit safe handling and delivery.

Louisville & Nashville: "The assistant superintendent of transportation requires each agent to supply a daily unloading record of merchandise cars, giving the number of 'overs, shorts and damages.' This is then consolidated into a monthly statement prepared separately for each of our 24 principal loading and transfer points. Evidence of the results of our prevention work shows in the steady decline of the average number of exceptions per car for the past five years.



Courtesy A. A. R.

"In December 1951 an inspector of transportation was assigned to rough handling. He has spent from ten days to two weeks in each of our principal terminals holding meetings at the time of shift change, and contacting employees individually. It is expected to continue this campaign through the months of March and April, after which the superintendents and their staffs will follow through."

Milwaukee: Loss and damage meetings are scheduled at strategic locations to acquaint all employees concerned with the loss and damage situation on the system and in their own localities. Shippers and receivers of freight are welcomed.

"Services of 15 freight service inspectors are available to any shipper or receiver of freight. Thoroughly trained in proper loading of all types of commodities, these inspectors frequently find opportunity to suggest better means of safeguarding shipments—often at a reduced cost—resulting in savings to the shipper.

"Since a proper car is fundamental to loss prevention, car department employees make it their practice to inspect equipment prior to placement for loading, as well as to classify cars by their fitness for various types of freight."

Missouri-Kansas-Texas: "It is our purpose to sponsor 'perfect shipping month' meetings with civic clubs at all points on our line where such organizations are in existence. In addition, it is our purpose to hold meetings with all of our employees at all points, stressing the importance of claim prevention activities."

Mississippi Central: "The importance of claim prevention is constantly kept in mind. Our efforts, while purely local in scope, have always been in the direction of curing this problem."

Monon: Prevention activities have been expanded by the addition of a new employee who will spend his entire time in damage prevention work. Particular efforts have been directed—with much good accomplished—toward reducing claims on newsprint and Indiana limestone. One hundred new gondola cars especially designed for limestone loading and equipped with long-travel springs and friction bolsters have been placed in service. Advent of these new cars will reduce damage claims on this very expensive finished commodity.

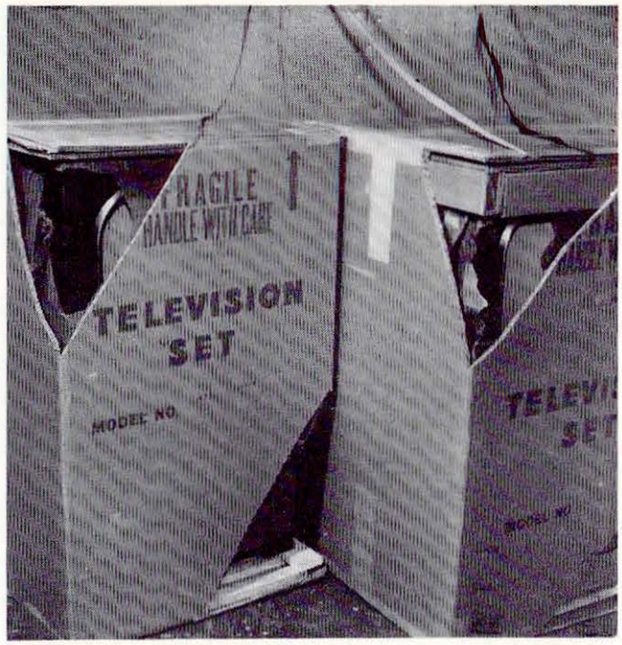
Nashville, Chattanooga & St. Louis: All employees having to do with the switching of freight cars—main line crews and those handling l.c.l. freight included—are kept informed of the fight to reduce preventable loss and damage. Other preventative measures include improved facilities—such as improved tracks and yard facilities and the delivery of 650 new box cars. The new box cars should be a factor in reducing damage to case and sacked goods.

New Haven: A separate department, with an active field force, handles prevention work. Reports of damage are received on all carload and l.c.l freight originating or terminating on line, which are sorted by commodities to determine any pattern which might exist. These findings are used to determine where the fault lies: loading, packaging, or other causes. In many cases it has been possible to show shippers ways to reduce damage—and to save considerable expense in blocking, bracing, etc., as well. Particular attention is paid to new industries in acquainting them with good loading techniques and practices. The problem of leveling off stop-off cars has received particular attention, reducing damage claims from this source.

RECENTLY NEW PRACTICES

The accompanying survey of 44 roads uncovered some up-to-the-minute, new approaches to the perennial problem of reducing loss and damage. Some of them are:

- **Paycheck inserts printed on check paper, and designed to resemble a check, tallying the cost of loss and damage.**
- **Invitations to shippers to attend railroad employees' loss and damage and safe handling motion pictures and discussions.**
- **Member from best crew in each yard instructs other crews in good handling.**
- **"Flying squadron" of specially trained prevention men visits entire system, supplementing regular freight service inspectors.**
- **Visits to every new shipper to help get him started on "the right foot" with proper packaging and loading practices.**
- **Impact recorders used solely within each terminal. Employees know all about them and are *invited* to look at the tape.**



Shippers are paying increased attention to the need for proper packaging and stowing. This exhibit, arranged by Spiegel, Inc. of Chicago, demonstrates the package improvements instituted by one shipper in order to reduce the loss and damage ratio on his own shipments.

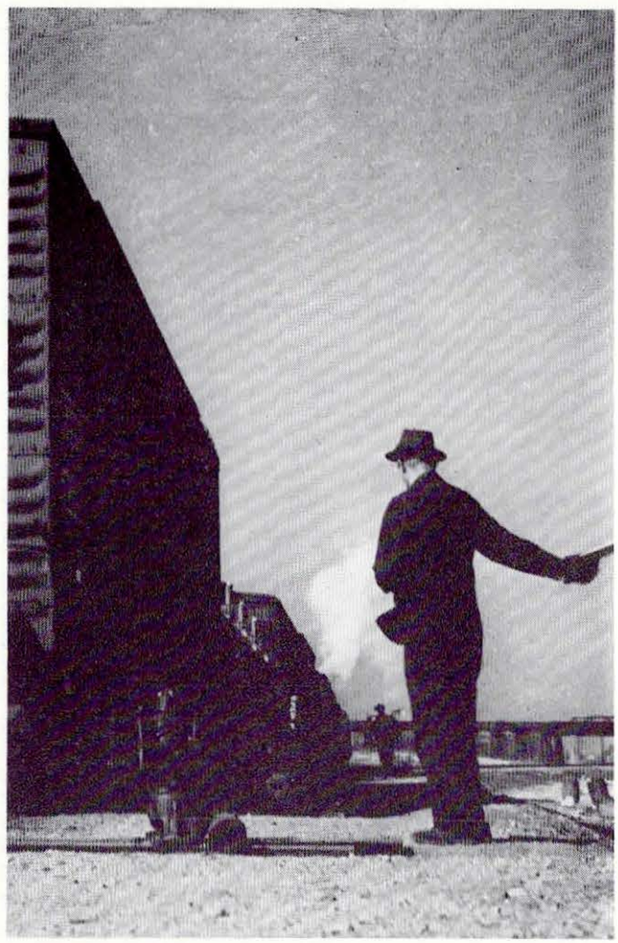
Periodic station and divisional claim prevention meetings have been conducted, impact recorders utilized, and photographs taken of poorly loaded cars—both carload and l.c.l.—to good advantage.

New York Central system: The Loss & Damage Prevention Bureau continues to increase its activities. Final reports show that the field force made nearly 4,000 actual shipper and station contacts on loading, containers, and other shipping problems last year. Educational work in stations and yards—including division and subcommittee sessions—totalled 976, representing an increase of 201 over 1950. Continued operation of the specially fitted "school-on-wheels" highlighted the year's operations. It was used largely for freight station employees. The Central's own motion picture "It's a Deal" highlighted its program. Plans for 1952 call for particular attention to careful car handling. Every yard, train and engine service employee is being reached.

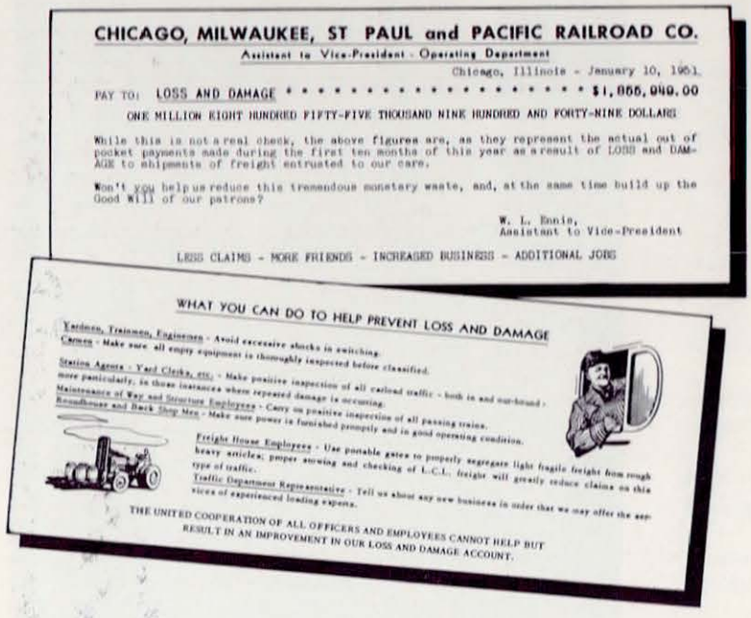
The Central started 1952 with a decrease of 3.3 per cent in net freight claim payments, and 3.0 per cent in local claim receipts.

Norfolk & Western: Alertness to prevention work is maintained on a top-to-bottom basis in several ways —including the activities of the 21 Better Service Clubs, where employee groups from all levels meet quarterly to discuss service problems, hear outstanding speakers and watch motion pictures. Detailed planning is done at four regional meetings held several times a year, with attendance limited to 50 representatives, to permit full discussion of complaints, ideas and suggestions. These meetings then report back to 57 local committees which hold monthly on-the-job meetings at strategic points. The work of these committees is aided by daily meetings held in the safety car which covers the entire railroad each year.

Eight claim adjusters and five agency supervisors not only investigate claims but correct conditions which might lead to future trouble. This work is aided by 100 Impactographs owned by the railroad and kept in con-



Increasing attention is being given to proper coupling speed in yard operations.



CHICAGO, MILWAUKEE, ST PAUL and PACIFIC RAILROAD CO.

Assistant to Vice-President - Operating Department

Chicago, Illinois - January 10, 1951

PAY TO: LOSS AND DAMAGE * $1,855,949.00

ONE MILLION EIGHT HUNDRED FIFTY-FIVE THOUSAND NINE HUNDRED AND FORTY-NINE DOLLARS

While this is not a real check, the above figures are, as they represent the actual out of pocket payments made during the first ten months of this year as a result of LOSS and DAMAGE to shipments of freight entrusted to our care.

Won't you help us reduce this tremendous monetary waste, and, at the same time build up the Good Will of our patrons?

W. L. Ennis,
Assistant to Vice-President

LESS CLAIMS - MORE FRIENDS - INCREASED BUSINESS - ADDITIONAL JOBS

WHAT YOU CAN DO TO HELP PREVENT LOSS AND DAMAGE

Yardmen, Trainmen, Engineers - Avoid excessive shocks in switching.

Carmen - Make sure all empty equipment is thoroughly inspected before classified.

Station Agents - Yard Clerks, etc. - Make positive inspection of all carload traffic - both in and out-bound - more particularly, in those instances where repeated damage is occurring.

Maintenance of Way and Structure Employees - Carry on positive inspection of all passing trains.

Roundhouse and Back Shop Men - Make sure power is furnished promptly and in good operating condition.

Freight House Employees - Use portable gates to properly segregate light fragile freight from rough heavy articles; proper stowing and checking of L.C.L. freight will greatly reduce claims on this type of traffic.

Traffic Department Representative - Tell us about any new business in order that we may offer the services of experienced loading experts.

THE UNITED COOPERATION OF ALL OFFICERS AND EMPLOYEES CANNOT HELP BUT RESULT IN AN IMPROVEMENT IN OUR LOSS AND DAMAGE ACCOUNT.

Made to look like a check, and printed on safety "check" paper, this insert was distributed by the Milwaukee with individual pay checks.

stant motion. Perfect shipping and careful handling are constant themes of the N. & W.'s Better Service Clubs.

Northern Pacific: Additional impact recorders and cameras with flash attachments have been purchased to intensify the program to reduce preventable loss. The cameras are furnished supervisors and agents at all principal stations for photographing damaged shipments.

Pennsylvania: A complete prevention organization has been established with a system superintendent of loss and damage prevention, and a loss and damage supervisor on each of the nineteen divisions. Rough handling of cars is found the most prolific cause of damage. The most extensive program ever undertaken—it is believed—on any railroad, aimed towards the reduction of damage from that source, was conducted in October 1951. This program was so effective and so well received that a similar program will be conducted this month as a part of the 1952 "perfect shipping month" campaign. By the end of April it is intended that every employee on the system handling freight or freight cars will have explained to him the necessity and the means for reducing the incidence of preventable loss and damage.

One third of P.R.R. l.c.l. claim payments are caused by damage to furniture. A special program has been set up to cover all employees handling furniture—including the employees of all trucking companies performing pick-up and delivery services for the railroad—which will be completed during April.

Reading: Prevention activities have been further "stepped up" during the past year through: (1) use of impact recorders, (2) taking the lesson to the men, rather than waiting for them to come in, and (3) regular meetings of field men. Plans for this year's perfect shipping campaign are similar to previous years, but increased in intensity so as to reach a larger percentage of all employees. The road plans to keep "everlastingly at it."

Rock Island: A reduction in claims from 1.94 per cent to 1.64 per cent last year—encouraging performance for a railroad with a high ratio of perishable and merchandise traffic—is proof that the systemwide program of emphasis on careful handling has "paid off."

Rutland: "During the 'perfect shipping month' of April, and all subsequent months we propose to concentrate our efforts on the proper handling of cars in yards, as we are convinced that the great bulk of the damage to freight is done during switching operations."

Santa Fe: In addition to continuing its day-to-day program for the better handling of freight, the Santa Fe will join with the nation's railroads in an intensive campaign for careful handling—including switching, over-the-road, and warehouse handling. In addition a campaign of grand division loss and damage prevention meetings will be completed in April. These meetings will be stepped down from the top to lower levels. There will be a cross-section of employees at the larger meetings, who in turn will carry out meetings in their individual territories. Those attending territorial meetings in turn will conduct divisional meetings, and so on down to individual working units.

Seaboard: The ratio of claim payments to freight and switching revenues for 1951 was 54.5 per cent under that of the year 1946, and continues to be under the national ratio. A Loss and Damage Prevention department, with a full staff of loading and damage prevention specialists, continually covers Seaboard territory in response to requests for assistance from shippers and receivers. Four of these men are provided with company-owned automobiles to improve their coverage. The work of this department is augmented by system, divisional and local loss and damage prevention committees, with representatives from all departments.

A "loss and damage prevention car" has been placed in service for the holding of meetings and the showing of films and slides—together with models and diagrams—dealing with the proper and careful handling of freight. Since December 1951, attendance at meetings and lectures in this car has exceeded 4,000 employees from all departments, shippers and receivers.

Soo Line: During the past year efforts have been concentrated on all phases of loss prevention, but especially on rough handling of cars. A number of meetings have been conducted with train and enginemen at which careful switching was stressed. The Union Pacific's film "Do Right by Our Nell"—an educational film on careful handling and switching—was widely shown at all large terminals.

A supply of impact recorders is kept constantly busy spotting specific instances of rough handling.

During the coming year, it is planned to tighten up on inspection to insure better cars for loading such commodities as flour and paper. It is also planned to work with shippers with a view to having them adopt standard loading practices for such commodities as canned goods, sacked potatoes and powdered milk. The A.A.R. pamphlets on loading practices for such commodities will be furnished interested shippers.

Southern: Since "employees will cooperate in a freight claim prevention program more completely and willingly when they understand how damaged freight

Courtesy Baltimore & Ohio

leads to loss of business, and when they are fully informed about what they—as individuals—can do to help move freight safely," increasing attention is being given visual education as a means of reducing loss and damage. A specially equipped theater car is used to show the Southern-produced color slide film "Johnny Goodjob in the Freight Agency" and the color motion picture "A Job Worth Doing" concerning proper switching. Scripts are being prepared for additional slide and motion picture films.

Road and yard handling is constantly checked through the use of impact recorders. Reports of cars receiving excessive impacts are furnished responsible supervisory officials for handling with the crews involved. Claim prevention representatives and agents at principal stations are using flash-equipped cameras to take pictures of damage in cars and of badly loaded cars. These photographs are then furnished the shippers and railroad agents at loading points. This is considered a part of the visual education program.

Southern Pacific: Loss and damage claims of only 14.604 cents per 1,000 revenue ton-miles in 1951 set a record as the lowest ratio on the railroad since before World War II. Reductions have been especially noticeable since 1948 when an enlarged and intensified educational program among shippers and employees was started. A new organization was created within the operating department for this purpose. Container engineers and loading method specialists are available to shippers. Mechanized freight handling equipment, palletized containers, better freight cars, improved yard installations and the expanding use of diesel power all have contributed to the improved record.

On-the-job visual and oral instructions are given to station, yard, train, and engine service employees. Impact recorders are used to keep track of actual handling performance. The campaign for improved packaging and loading, and for improved handling in stations, yards and trains is continuous. "Every month is April," the railroad states.

Spokane, Portland & Seattle: A drop in loss and damage ratio from 35 cents to 25 cents per $100 revenue —about one quarter of the national ratio—is reported for the year 1951. This was accomplished by continuing attention to careful switching and control of excessive speed in switching. Photographs and inspection reports are also being used to bring to the attention of originating lines cases of excessive damage. In many cases these photos and reports give clues as to the possible causes of damage.

This road reports that its experience indicates that the major portion of the damage for which it pays claims is due to excessive speed in switching. It has, therefore, been giving this subject particularly careful attention.

Texas & Pacific: A reduction in the ratio of claims paid to freight revenue was accomplished in 1951. Contributing to this success was close supervision by claim prevention and divisional officers, cooperation with shippers advisory boards and other interested groups, the upgrading of freight cars, improvement in facilities at stations and transfers, and the virtually complete dieselization of the T. & P. system.

Last year's successful program will be continued this year. April "perfect shipping month" will be stressed up and down the line. The war on waste—the war on preventable loss and damage—will continue in April and "all around the clock."

Toledo, Peoria & Western: The major attack on prevention work is made by means of meetings with train crews, and "post-mortems" on all claims. Each damage claim is used to show possible changes in procedures which might preclude the possibility of further similar claims.

Union Pacific: Since 1948 the ratio of loss and damage payments to gross freight revenue has declined from 1.65 per cent to .96 per cent—all this during a period of increased traffic and rising prices. A major factor in this very definite improvement in the handling of freight is an aggressive loss and damage prevention program, which includes regular educational and forum meetings with officers and employees at all levels. During April, extra emphasis will be placed on careful car handling.

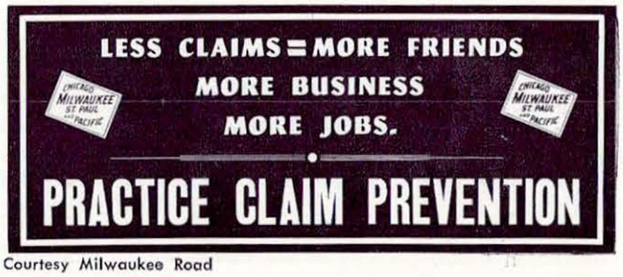
Around-the-clock meetings will be held with all yard forces at all yards. Speed and impact recorder tests will be held. The company's corps of freight service inspectors and container engineers continues to work with railroad, shipper and receiver personnel to improve shipper performance through the reduction of preventable loss and damage.

A test installation of flush anchor plates in the floors on new box cars—for use in securing steel strapping—is being studied to determine their value as an additional means of reducing preventable l. & d.

Western Weighing & Inspection Bureau: The bureau has 33 employees who devote their entire time and energies to claim prevention work, and another 231 men who assist in prevention work in the course of their normal activities. This staff includes numerous inspectors specializing in individual commodities such as: furniture, newsprint, grain, clay products, fruits & vegetables, livestock, and canned goods. In addition, the bureau maintains a furniture packing and loading supervisor to assist in the proper packing, loading and handling of this high-claim producing commodity.

In December 1951 two men were added to the force, whose sole duty is to call on shippers in the Chicago area with a view to offering suggestions and constructive advice on proper packaging and loading for safe transit. Another relatively new service is performed by roving inspectors who go through freight stations selected at random, noting improperly marked or packed shipments. They then call on the shippers, directing attention to improved—and often lower cost—methods.

The bureau's canned goods inspector has been instrumental in introducing the "bonded block" method of loading canned goods which has resulted in materially reduced damage claims.



Courtesy Milwaukee Road

The A. C. L. is experimenting with covering floors of merchandise cars with dry pine shavings in lieu of paper. It is faster—and more resilient under load.

Here's the type bulkhead or "gate" used by the A. C. L. in l.c.l. service.

A. C. L. Drives To Reduce Loss and Damage Expense

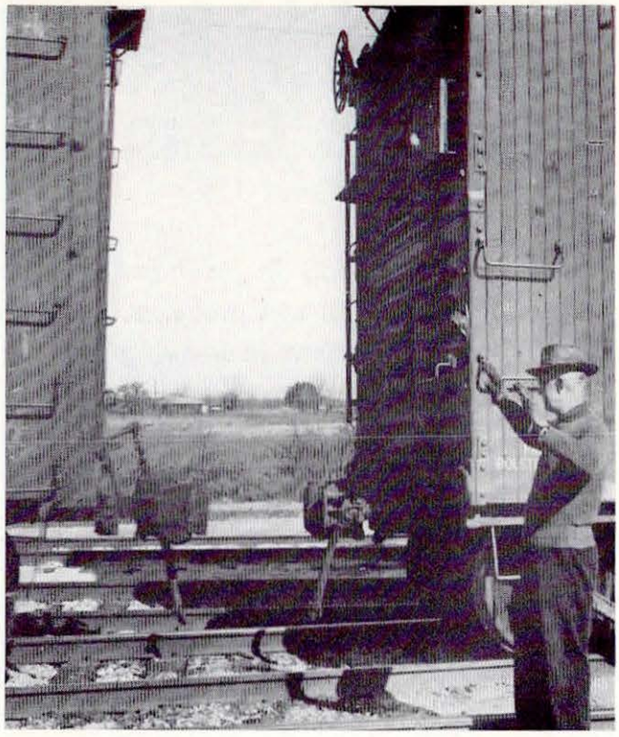
By A. L. BATTS
Freight Claim Agent
Atlantic Coast Line

Rough handling receives particular attention as prime damage cause—Experiment with wood shavings in place of paper for floors of l.c.l. cars

The freight claim expense of the Atlantic Coast Line started showing a decided upward trend in May 1951. Payments in June, July and August also were up compared with the same months of the previous year. Seemingly, there was need for additional prevention efforts, even though the Coast Line has carried out a definite prevention program, without interruption, for more than 30 years.

While the ratio of claim expense to freight revenue continued below the one dollar mark, which could well be considered as indicative of satisfactory service, it was decided by Coast Line officers, in September 1951, to inaugurate an intensified prevention program. Arrangements were made for M. M. DesChamps, chief of property protection, and the writer to meet with district officers and supervisory personnel at all terminals, transfers and important agencies with the view of determining and eliminating cause or causes responsible for damage and shortages in freight shipments.

When the Coast Line started on this program our officers were somewhat doubtful that anything of value could be done in the way of eliminating rough handling —the chief cause contributing to the Coast Line's claim expense account. We were fearful that yard employees would insist that the elimination of rough handling—coupling cars at speed not exceeding 4 m.p.h.—would slow up operations in the yard. At the first terminal meeting, however, it was gratifying to hear well-experienced yardmasters insist that rough handling could be eliminated without materially slowing up yard operations. It was pointed out by the yardmasters that certain crews which handled as many cars within the terminal as other crews—in some cases more—were never charged with rough handling. It appeared, therefore, that the principal causes for rough handling, particularly in the yards, were lack of training and of personal interest of the train crews.



Switchman Talbert Bailey, who works in the Florence, S. C., terminal of the Coast Line, demonstrates proper coupling.

A good turnout of Coast Line employees for a "rough handling meeting" at Florence.

After obtaining this information it was decided to use one member of a "careful handling" crew as an instructor for all crews within the terminal. Arrangements were made for the instructor to spend as much time as necessary in the training of all those having anything to do with switching cars at that particular location. Also, at each terminal visited, and at the request of the supervisory personnel, the Coast Line furnished an impact register, to be used exclusively within the terminals as a means of education. Such an arrangement gave train crews immediate access to the register tape.

In an effort to secure the personal interest of all yard employees, arrangements were formulated whereby careful car handling would be discussed with all train crews each week, and a monthly meeting, at which all departments would be represented, would be held. At these meetings all known causes of loss or damage to freight shipments, but especially rough handling of cars, were carefully considered and discussed by those present.

The initial terminal meetings considered at length such questions as defective equipment, train accidents and shortage of entire packages in less than carload shipments. In a number of instances it was possible to set up an arrangement for assuring a supply of better class equipment for shipper and merchandise loading. It was agreed that the Coast Line's intensified program, designed to eliminate all rule violations, which was then in progress, should go a long way toward the elimination of train accidents, thus reducing one important cause of damage. Chairmen of district freight loss and damage prevention committees, members of the property protection department, and others agreed to intensify efforts to eliminate shortages in the l.c.l. shipments.

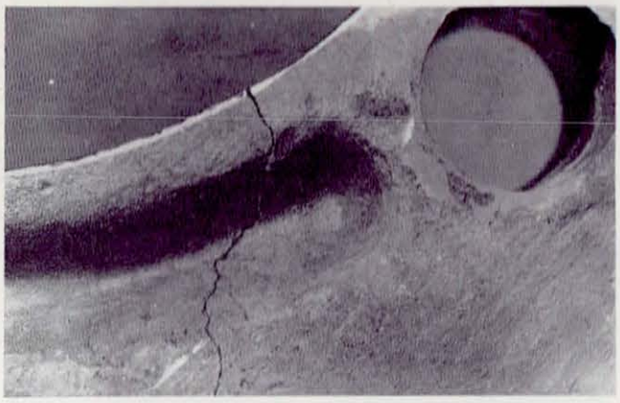
At Coast Line freight transfers complete surveys were made of the facilities and equipment and, when necessary, additional bulkheads, gates for merchandise cars, etc., were immediately issued. The records at the important agencies were carefully checked and prevention discussed at length with the agents and o. s. & d. and claim clerks.

We feel that the personal appeal which has been made to those attending the various meetings, and the message that is now being carried by them to every employee having anything to do with the handling of freight shipments on the Coast Line, will cause more employees to accept loss and damage prevention as a personal matter, which should result in more shipments being delivered to patrons in a satisfactory condition. Reports of the terminal meetings, held subsequent to the inauguration of the intensified program, show that supervisory personnel are continuing the program and are carrying the message to the men who are actually handling the cars in the yard and road movements.

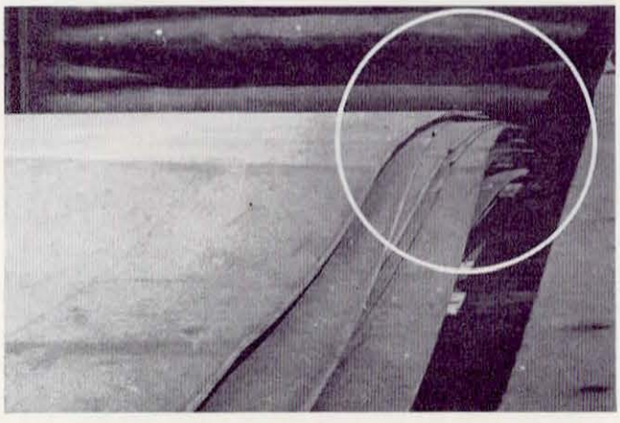
The stepped-up program has been received with much enthusiasm by representatives of the Coast Line's traffic department. They report that the results of the campaign will be more satisfied patrons and increased freight traffic. The mechanical department, too, is happy about the program, and has expressed the opinion that the prevention of rough handling will be of assistance in eliminating hot boxes, delayed carload perishable traffic and, possibly, train accidents of a serious nature.

Atlantic Coast Line records covering local claims (claims received by the company from claimants) indicate benefit has been derived from the added effort. In November 1950, the A.C.L. received a total of 5,508 claims, and in November 1951 the total claims numbered 4,435, a decrease of about 19.5 per cent. During December 1951 the total number of claims showed a decrease of 769 from the same month the preceding year.

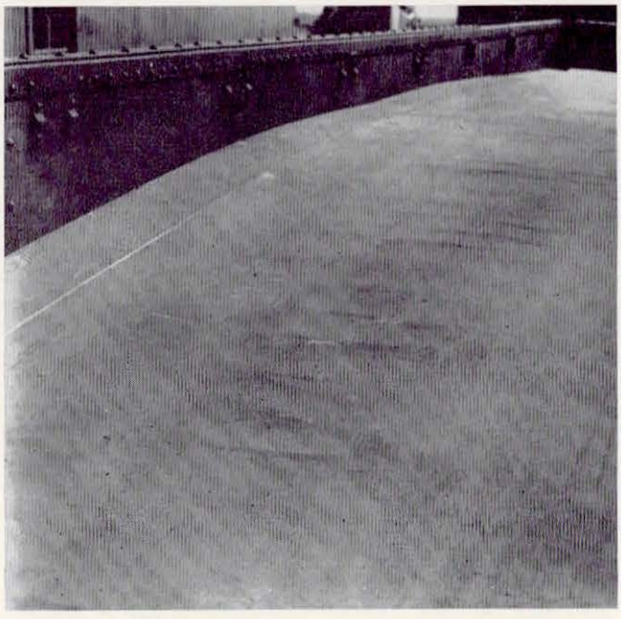
How C.N.R.'s Test Labs Help Reduce Railroad's Claim Bill



Porosity of metal and shrinkage crack show plainly in this picture of a portion of an oil burner stand.



In the ringed area can be seen damage caused by load grabs when these steel sheets were unloaded from a ship.



Undulations here were caused by internal stress in the steel.

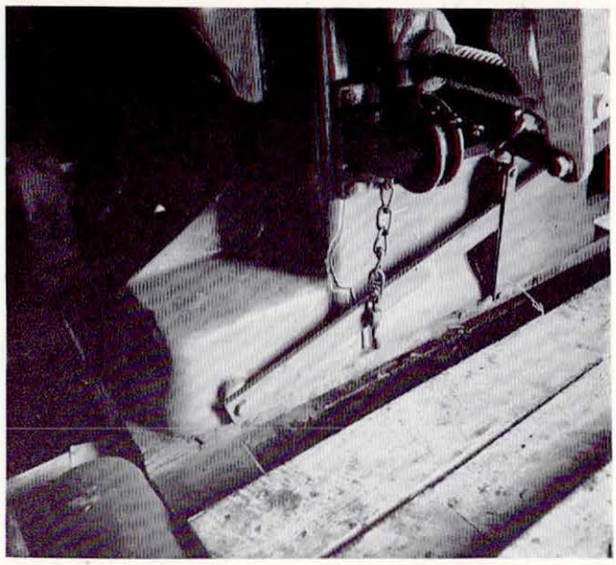
They discover defects in products as well as loading methods; aid prevention forces and traffic department in keeping patrons satisfied

The testing laboratories of the Canadian National—the primary purpose of which is testing, and setting up specifications for, materials and supplies used by that railroad—also have been of considerable assistance to the railroad's loss and damage prevention forces and helped cut its claim bill. Located in Montreal, the laboratories are set up to perform both chemical and metallurgical tests, as well as normal package testing. They devote about 15 per cent of their time to claim and prevention matters. Such work has saved the railroad and its patrons considerable amounts of money. At the same time, the laboratory occasionally has resolved uncertainties about the validity of claims in the customer's favor, in which case payment has been made without further question.

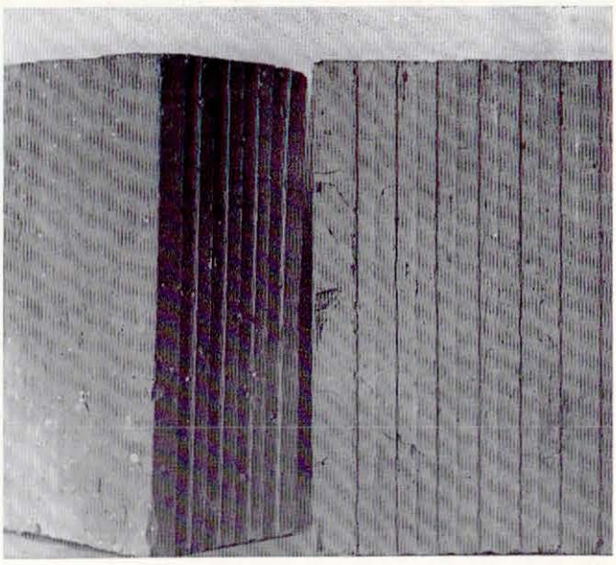
Many interesting cases have been handled by the test department. For example, considerable quantities of mouton skins are shipped from California into Canada, and not too long ago, trouble was experienced with shipments of skins, which once they went into the tanning vats, lost a considerable part of the wool from the rest of the hides. Claims were high. The laboratory investigated and found that the skins were loaded tight against both end walls and against the side walls of the car. As a result, although the cars were refrigerated, air was not getting to the skins in the center of the tightly packed pile. Consequently, enzymes were forming which attacked and loosened the hair, so it would fall out in the processing. The lab recommended a new method of loading which allowed air to circulate around and between the skins. A loading technique was specified which consisted of several piles of skins, separated by fiber-board dividers. The damage stopped immediately and the C.N.R. was relieved of a large annoyance.

Similarly, the metallurgical section of the test department came into the picture when considerable damage was being experienced to shipments of oil burner stands. Microscopic examination revealed porosity in the metal —a sand cast aluminum alloy which is inherently brittle —as well as the fact that the stands showed shrinkage cracks. Further, the low impact resisting strength of the stands was not compensated for in packaging. The lab recommended two alternatives to the shipper: (1) bolting the stand to a solid wooden base; or (2) supporting the superstructure of the burner separately from the stand. The former of these two methods was adopted and the shipper and the railroad were quite happy about the results.

The above-mentioned cases are just a few of the prevention jobs which the test department has done for the railroad's loss and damage prevention forces. However, there is another facet of the department's work which also has paid off for the C.N.R., namely, just determin-



In shipment several vertical band resaws were broken through the base. Here the crack is outlined in chalk. While evidence of some inferiority was found in the metal, the main cause of the damage was the fact that the longitudinal skids under the machine left some 37 in. of the heavy machine unsupported.



Considerable damage was being sustained by tile similar to this. Examination showed the clay mixture to be a poor one. Picture shows cracks, accretions of calcium-magnesium-silicate, spalling and flaking. C.N.R. was not responsible for damage.

ing that the C.N.R. is not responsible for certain defective conditions found in shipments when they reach their destinations. Recently, for example, a shipment of steel sheets, especially made for an ice-breaker, arrived in Canada from England. The C.N.R. hauled them to destination where they were refused by the government inspectors at the shipbuilding yard. A claim amounting to several hundred thousand dollars was filed against the railroad. The C.N.R.'s chief metallurgist was dispatched to the scene and in short order determined that the damage was due to several causes, but mainly to faulty rolling in England. Furthermore, the C.N.R. satisfied both government inspectors and the consignee that the fault was not the railroad's. As shown in the illustrations, it was not hard to see that transportation damage was not the cause of the warped and twisted sheets, and it was shown to be entirely a result of internal stresses set up during the rolling process. Other marks on the sheets were found to be the result of handling from ship to freight car, clearly establishing the C.N.R.'s "innocence."

Another case where the test department saved the railroad considerable money involved cotton piece goods being shipped in bales. When unbaled at destination there was mildew on the material. It was obvious that the fabric had been wet. Examination showed no water marks on the outside wrapping. Shipper and consignee were notified that, since there was no indication that the shipment got wet while in the freight car, the C.N.R. would not pay the claim. Apparently the moisture came from failure to dry the cloth fully after the dyeing process, and the laboratory advised the shipper of this conclusion. Be that as it may, the C.N.R. has had no more claims of this type from the firm involved.

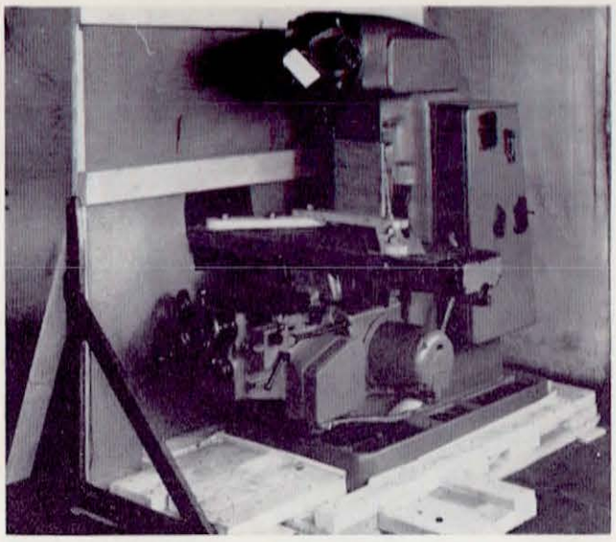
Sometimes, however, laboratory investigation shows the railroad is at fault. Recently, when a car of very special oil arrived at a consignee's plant a relatively high water content was found in the oil. A claim was filed and the test department was called in on the case by the freight claims people. Chemical analysis revealed that there was excess water in the oil. The car was examined and it was found that a broken steam coil had caused water to get into the oil. Therefore, because its equipment had failed, the railroad paid the claim without further question.

Naturally, Canadian National prevention, freight claims and traffic departments feel themselves lucky to have in their laboratories such allies in their jobs of giving service that pleases the railroad's patrons. The test department is under the jurisdiction of S. W. Fairweather, vice-president, research and development, and A. D. MacPherson, controller of tests and material research.

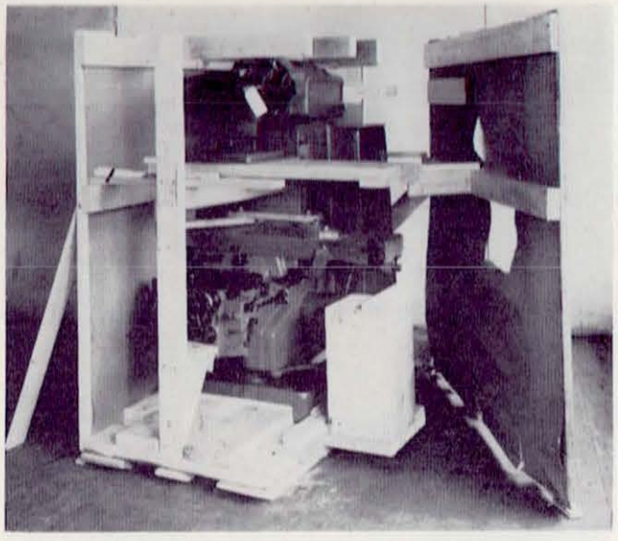
New Book . . .

ALCOA AN AMERICAN ENTERPRISE. By Charles C. Carr. 292 pages, 5½ in. by 9¼ in., illustrated. Published by Rinehart & Co., New York. Price, $3.50.

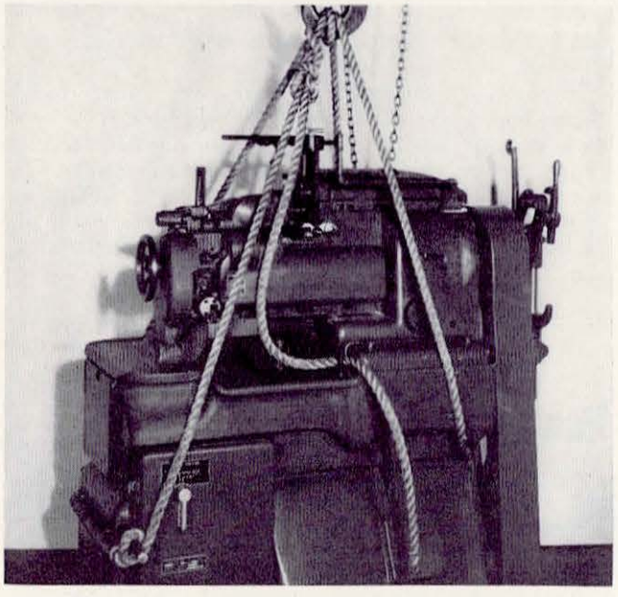
This story is presented as "a case history of a business which came to fruition under our American system." The author was for many years director of public relations of the Aluminum Company of America. All phases of Alcoa's history, whether or not they involved controversy, are included. The foreword discusses how the electrolytic fission of aluminum oxide by Charles Martin Hall in 1886 brought about the aluminum industry of the United States, spearheaded by the Pittsburgh Reduction Company. Chapter I is the story of Hall, interwoven with the name of Paul L. T. Heroult, who influenced aluminum history in Europe through his inventions and whose process at times affected the American scene. Chapter 2 tells of Alcoa's beginnings in July 1888 as the Pittsburgh "Aluminium" Company. A few weeks later the corporate name was changed to the Pittsburgh Reduction Company, and within a year the company had adopted "aluminum," the present American spelling of the word. In 1907 the company became the Aluminum Company of America. Succeeding chapters discuss the early struggles for patent rights, for financial backing and for consumer markets; the Antitrust Case; water power; research, etc. A chapter is also devoted to the part the Aluminum Company plays in the development of magnesium as a useful light metal.

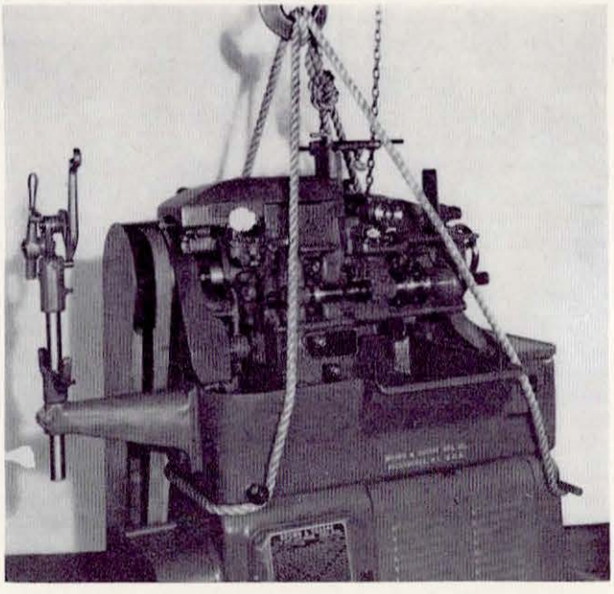


1 The base of this milling machine is supported on five 2-in. by 6-in. planks so it will not crack under vibration in transit. Box side, covered with laminated moisture-proof paper, is being squared to the skid. Skid consists of three 2-in. by 6-in. planks. Paper is placed between the base of the machine and the heavy blocking in order to prevent defacement.



2 Next stage in crating shows box, right, containing parts greased and wrapped in antirust paper as well as newsprint paper. Most of the braces from box sides and ends to machine are in place, as are 2-in. by 4-in. pieces at top to protect machine and give added strength to crate. Where bracing touches the machine, paper is placed between metal and wood.



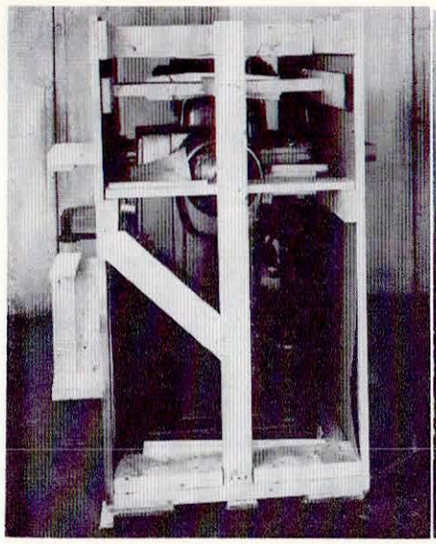


6 & 7 Reproductions of two of the pictures which B. & S. places in an envelope inside each crate, showing how machines should be handled by customer when removed from crate and moved to working position.

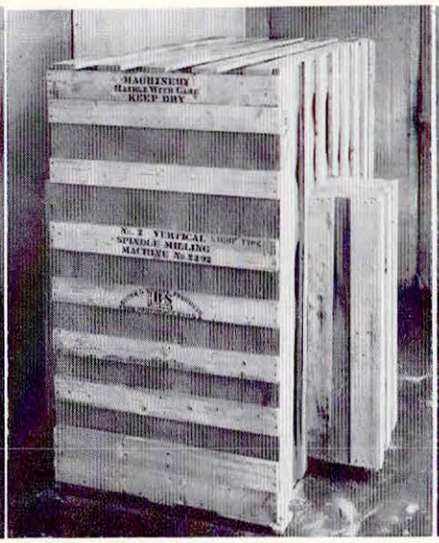
CAUSE . . . *Good Crating of Machine Tools*
EFFECT . . . *No Claims for Brown & Sharpe*

According to railroad freight claim agents, Brown & Sharpe Manufacturing Co., Providence, R.I., is one machine tool builder which "just doesn't have any claims." The main reason for this, they insist, is that "Brown & Sharpe does a real job" of crating and loading.

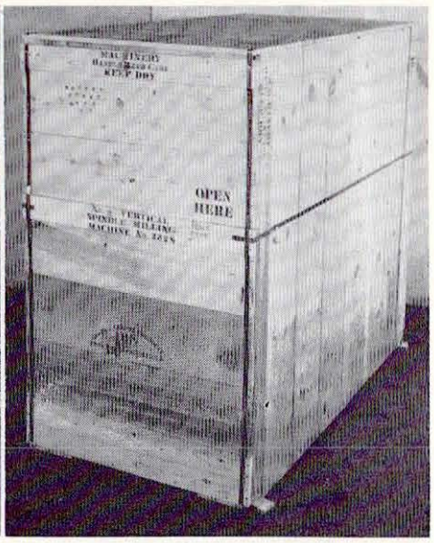
This machine tool builder puts a lot of money into its



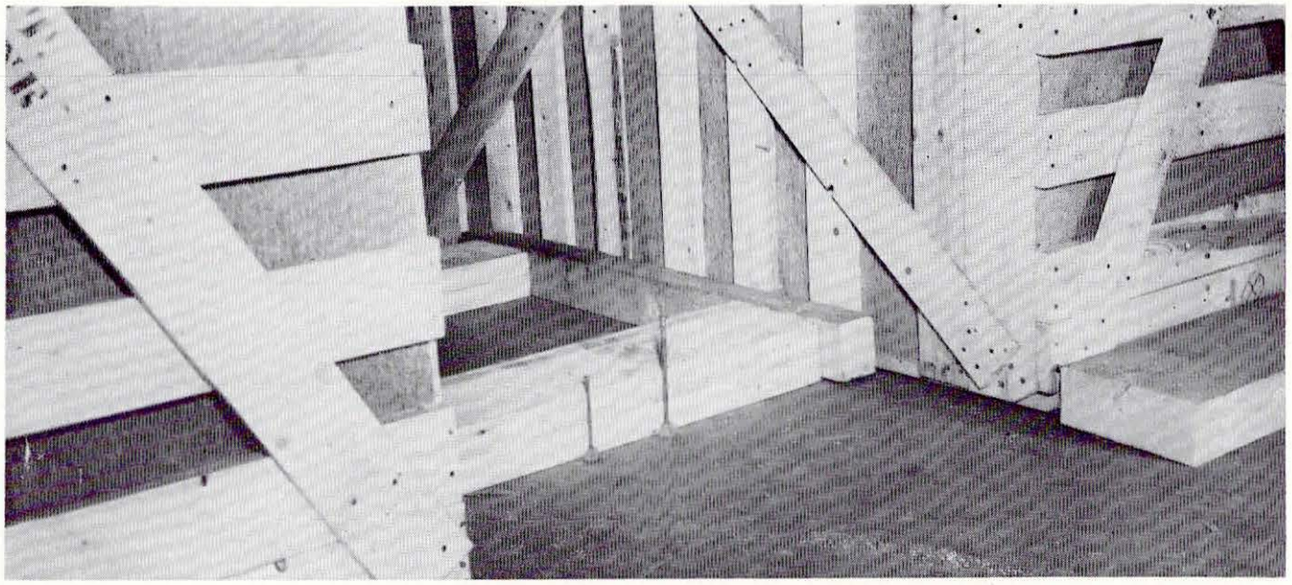
3 Rear view of machine shows rest of bracing in place but table still is uncovered at left. Diagonal brace gives crate strength to resist forces which may be applied from the side. Center upright is 2 in. by 4 in.



4 Completed crate with all sides and top nailed down, table completely enclosed and protected. Outside crating is mainly 1⅛-in. by 4-in. Tops of ends are given double thickness to give strength and prevent crumpling.



5 The well-lined export box is completely wood-enclosed, using matched Ponderosa pine on sides and ends, with a double thickness top. Ventilating holes drilled in each end slope upward to prevent rain getting in.



8 Mock-up shows some details of blocking used when machinery is loaded in freight car. Heavy nails are used throughout. If machines are top-heavy hold-downs are used.

crating and insists that it cannot afford to have damage claims filed by patrons. Consequently, it buys the best crating and packing materials, and does a good job of loading on the occasions when full carloads are shipped. Most of Brown & Sharpe's shipments go l.c.l., however, and the fact that a claim is practically unheard of is perhaps the best possible indication of the adequacy of the crating that Brown & Sharpe does.

A visit to the packing room and boxing department of the firm's plant at Providence affords evidence that as much care is taken with packaging the products as in making the machines and parts themselves. The lumber used is not any old scraps that can be found, but grade A material. For instance (See Fig. 1) hardwood maple braces, cut to fit, are used to hold a machine table in place during movement. No green lumber is used at any place in crating. Since every vital part of the machine is well protected, it is understandable that machines always are ready for use when they reach the customer.

To protect bright parts, Brown & Sharpe uses a greasing compound, "Rust Veto" No. 2-121, which meets government specifications. Sides and ends of crates are lined with No. 90 duplex crinkled paper, and top is covered with No. 1 jute waterproof paper. In boxing machines, the manufacturer takes into consideration the weight of the machine in specifying the thickness and sturdiness of platforms. The most solid parts of the machine are selected for blocking.

NEW PREVENTION DIRECTOR

Carl A. Naffziger

Introduced at Joint Rail-Truck-Customer Rally

Naffziger named by Faricy publicly at joint Chicago luncheon declaring "war on loss and damage"

The head of the railroads' newly formed national machinery for dealing with the *prevention* of freight loss and damage, as a body separate and distinct from that having to do with the processing of claims, is Carl A. Naffziger, who assumed office, in Chicago, on April 1, coincident with the opening of "Perfect Shipping Month."

Formerly superintendent of stations and claim prevention and freight claim agent of the Missouri Pacific, with headquarters at St. Louis, he now bears the title of "director" of the new Freight Loss and Damage Section of the Association of American Railroads, the formation of which was authorized by the board of directors on September 28, 1951. Mr. Naffziger will also serve as chairman of a new National Freight Loss and Damage Prevention Committee of 20 members representing other units of the A.A.R. and individual railroads.

Joint Luncheon Scene

The first public announcement of Mr. Naffziger's appointment came as part of a short address by A.A.R. President W. T. Faricy at a "War on Loss and Damage" luncheon held in Chicago on March 22, under the joint sponsorship of the A.A.R., the American Trucking Associations, the National Industrial Traffic League and the National Association of Shippers Advisory Boards (*Railway Age*, March 31, page 18).

Forming an interlude between two business-packed sessions of the spring meeting of the league, the luncheon was described as the first, on a large scale, to bring together national representatives both of competing forms of transportation and of their customers. Chairman Arthur H. Schwietert, traffic director of the Chicago Association of Commerce & Industry, added to this characterization the "belief among shippers that there are other fields in which joint action would also be fruitful."

The New "Czar"

In introducing Mr. Naffziger, President Faricy described him as a man of "sturdy physique—which he will need in the months and years to come." The railroads' new prevention director was born in Otoe, Neb., on June 1, 1904. He started with the M.P. as a telegrapher on the Omaha division in June, 1926. Eight years later he became assistant agent at Atchison, Kan., and, two

CLAIMS EXPERIENCE OF THE TRUCKERS

Railroadmen and shippers who are interested in comparisons may find of value some claims figures compiled for the trucking industry and given to Walter F. Mullady, president of Decatur Cartage Company, Chicago, and head of the American Trucking Associations, for his use at the "war on loss and damage" luncheon reported on these pages. Mr. Mullady is a dynamic, personable Irishman who likes better to talk "off the cuff" than to quote figures. So he threw his prepared talk away. But this paper has his permission to quote some of the figures. Here they are:

The claims ratio of the truckers (i.e., the ratio of claims paid to revenues received) rose from 1.13 in 1950 to 1.31 in 1951. The figure for 1951 is preliminary, "but we know the final one will still show an increase over the previous year."

The A.T.A. president has some doubts about the acceptability of the traditional claims ratio as a true picture of a carrier's relative standing in loss and damage activity. The burden of the short haul carrier, for example, is much greater than that of the long haul carrier, because, while claims are on a per-shipment basis, revenues are earned on a mileage basis. The truckers' National Freight Claim Council is, therefore, making special studies of loss and damage and claims payments, with a view to finding perhaps a more realistic basis of measurement.

The council recently secured statistics from 50 representative carriers, based on 1951 claims experience. These companies carried more than 27.5 million shipments, weighing, in the aggregate, 15 million tons. On this traffic, slightly fewer than 226,000 claims were filed.

The figures indicate that the truck carriers received on the average one claim for every 122 shipments handled—or one for every 66 tons transported. They show further that the average revenue per 100 lb. received by these carriers ranged from 42 cents to $3.35. The average amount paid out per claim received was about $19. The average weight of each shipment was slightly in excess of 1,000 lb.

SIX-MINUTE SPEAKERS AT "LOSS AND DAMAGE LUNCHEON"

William T. Faricy, president, Association of American Railroads.

Walter F. Mullady, president, American Trucking Associations.

Frank H. Cross, president, National Association of Shippers Advisory Boards.

A. G. Anderson, president, National Industrial Traffic League.

years thereafter, agent. In 1940 he was named agent-yardmaster at the same point. On March 16, 1942, he was brought into the general office of the railroad at St. Louis as superintendent of stations and claim prevention and, jointly with the freight claim agent, inaugurated the plan under which traveling prevention "teams" representing all sections of the operating department (trainmen, enginemen, carmen and station employees) visited all parts of the railroad, with the job of "spreading the gospel"—and a lot of facts and "know-how." Mr. Naffziger told the luncheon audience that "prevention of loss and damage is my profession."

The New Section

The A.A.R.'s new section was described by Mr. Faricy as a means to "reorganize and strengthen our loss and damage prevention activities." He recalled that the movement went back to the time of the opening of the Korea "incident," when the advisory boards, the N.I.T. League and the magazine Traffic World urged the railroads to strengthen their prevention activities.

"Suggestions coming from loyal friends of our industry, such as these groups, merited and received thorough consideration at the highest level in our association, and at a directors' meeting in September 1950 a committee of nine railroad officials familiar with the problem, territorially representative, was selected to study these suggestions and make recommendations to our board. That committee came to be known as the Committee of Nine, under the chairmanship of W. L. Price, vice-president of the Baltimore & Ohio (*Railway Age*, November 25, 1950, page 26).

"The Committee of Nine came up with a plan to create a Freight Loss and Damage Prevention Section within the framework of the Operating-Transportation Division of our association, which would center in this one section all prevention activities formerly carried on by various groups of the association—such as those in the Freight Claim Division and the Freight Loading and Container Section. They recommended that there be in this new section a National Freight Loss and Damage Prevention Committee, selected territorially. The all-important thing in the new set-up which the Committee of Nine recommended was to have a single director in whom could be centralized the responsibility for carrying on and directing these staff activities in our association.

"In making their recommendation, the Committee of Nine very properly stressed that the setting up of a new organization is in nowise to be construed as any reflection on the fine men who have heretofore directed the prevention activities in the association, whether in the Freight Claim Division or elsewhere. The point of the Committee of Nine's recommendation is that freight loss and damage prevention, in the raliroad industry, is essentially a problem for railroad operating men; that the Freight Claim Division still has the important function of dealing with investigation of claims, prompt payment of those which have merit and defense against those which have not. The Freight Claim Division still has the big job of trying to see where responsibility lies in claim matters. Prevention has become so important that it is entitled to a section all its own, directed by a man who has no other responsibility.

"The plan of the Committee of Nine was carefully considered by the directors of the association at several meetings and was adopted. The Committee of Nine was then asked to recommend a man for the job. Their recommendation has now received the unanimous approval of the Executive Committee of our association."

The A.A.R. president also acknowledged "the fine cooperation we have had throughout the formulation of this plan, not only from Mr. Price and his fellow members of the Committee of Nine, but also from Art Schwietert, Ed Lacey (executive secretary of the N.I.T. League), Leland Smith (chairman of league's committee on prevention activities), Bob Bayer (editor of Traffic World) and Bill Schmidt (western editor of *Railway Age*)—with all of whom I felt free to discuss the development of the plan on a confidential basis as it went along, and whose views and criticisms, and those of their associates, have been most constructive and helpful."

From the Truckers

Also speaking at the joint luncheon were members of a panel of "six-minute-men." This group's part of the program began with remarks by Walter F. Mullady,

president of A.T.A.—whose presence together with Mr. Faricy at the meeting was described by the latter as "concrete evidence that our industries know how to close ranks and join in a mutual effort toward a better America."

The representative of the trucking industry said that its claims had been reduced 30 to 40 per cent during the past five years, but that the level is still too high. He told his audience informally how, as the head of a trucking company, he looked at the claims figures each month: "raised cain"; but was soothed by information that "our business is up, though. You just go away and forget it." He charged the trucking industry with shortsightedness in hiring unskilled labor—"Madison Street boys"—to handle valuable freight on the platforms, even though it pays them wages which ought to attract a more responsible type of men now working in white collar jobs. He expressed the hope that "we can meet with our good friends the railroads and come closer together; we have lots of valuable information to exchange, to retard loss and damage, the parasite on American transportation."

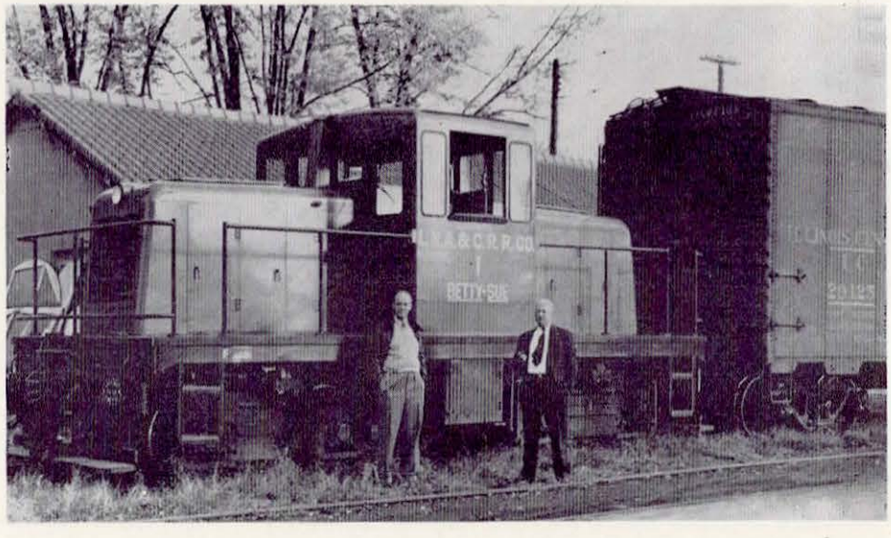
Frank H. Cross, president of the National Association of Shippers Advisory Boards, declared that shippers cannot be satisfied with loading and packing at the minimum standards the law allows. He hoped they would not let competitive pressures drive them to skimp. "For, in the end, the shipper pays his own claims."

Pointing out that "nobody likes to receive damaged merchandise" and that the full cost of filing and collecting claims is rarely recovered, Mr. Cross emphasized that, "from a relative claims standpoint, it is the carload shipment which is doing the speaking and which needs the grease." Here, he said, the shipper clearly has the duty, in his own interest, of doing a good packing and loading job, while the railroad clearly has the obligation to handle it safely over the road.

A. G. Anderson, president of the N.I.T. League, told the joint audience of carrier and shipper representatives: "We have the means available for eliminating damage and the people who can do it. . . . The point is that while the know-how is available, it is of no use unless we are so organized that each incidence of loss and damage is followed through until the cause is uncovered and uprooted. . . . It is not enough that the receiver recover his loss by getting payment of his claim. He must also tell the shipper why the damage occurred. The shipper must, in turn, confer with the carrier as to how the source of the damage may be eliminated. If technical advice is needed, it must be called upon. . . . Mere desire to reduce loss and damage will not, in itself, produce results."

Mr. Anderson expressed the opinion that "while we shippers can play an important role in this program, the major burden must be assumed by the carrier. To be sure, shippers must correct practices which cause loss or damage but their facilities are often not sufficient to determine those causes. It is up to the carriers to point them out, to suggest ways of correcting them. Where joint rail and truck movements are involved, it is up to each to agree on a mutual solution and not engage in reciprocal fault-finding. The carriers have a large stake in solving this problem and their earnings are directly related to their ability to do so."

"Betty Sue" Pays Out in Seven Years



Operating cost reductions of 87.5 per cent have enabled an Indiana short-line railroad to replace its 31-year-old steam locomotive with a new 45-ton General Electric diesel-electric.

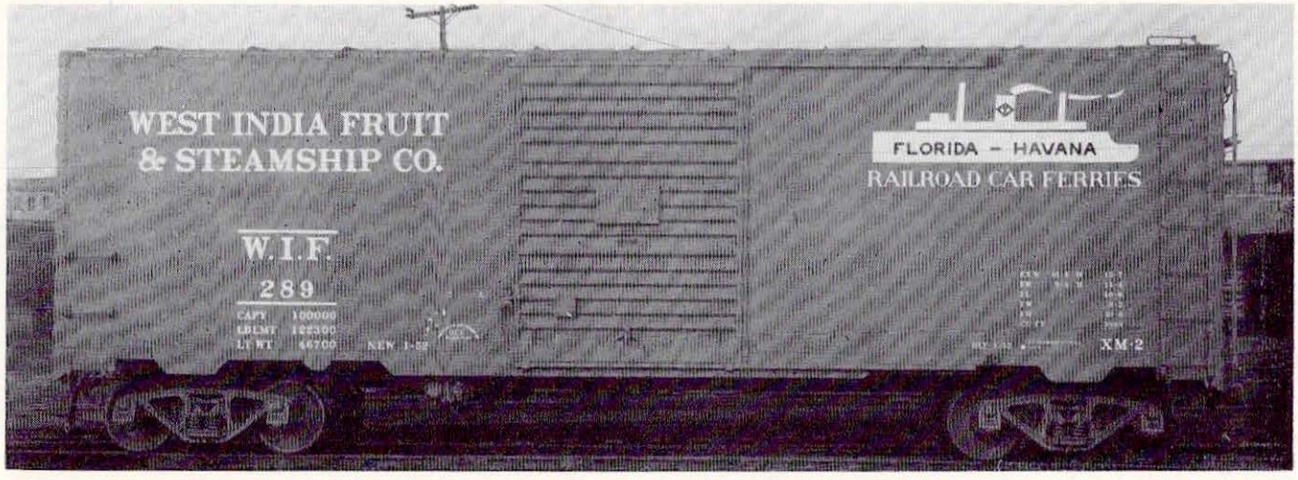
The new locomotive, locally identified as "Betty Sue," is now in operation on the Louisville, New Albany & Corydon. It makes daily round trips between Corydon, Ky., and Corydon Junction, 7.7 miles.

Although the railroad grosses less in one year than the cost of the new locomotive, William Buchanan, president-owner of the line, points out that the diesel will pay for itself in less than seven years.

An annual return of 14.6 per cent is expected on the capital investment of the new locomotive. Most of this is a result of a saving of $5,600 a year in operating and maintenance expense compared to similar yearly expenses of the old steam locomotive.

Manufactured products, lumber, petroleum and farm products make up most of the tonnage carried by the line between Corydon and the junction, where it connects with the Southern. Mr. Buchanan says that the standard G. E. 300-hp. switcher can haul 325 gross tons on the line's south run. Severe grades encountered on the return trip limit the locomotive's load to 193 gross tons.

The "Grand Haven" passes ancient Morro Castle entering Havana harbor.



The West India Fruit & Steamship Co. recently purchased a fleet of 150 box cars for general service.

Cars Go Overnight to Cuba

With the acquisition last April of a new and modern car ferry, the West India Fruit & Steamship Co. has increased its service between the port of Palm Beach, Fla., and Havana, Cuba, to better than one southbound sailing daily. As a matter of fact, since May 1951, when the ferry "New Grand Haven" was put into service, an average of 35 southbound sailings monthly has been maintained. The older "Grand Haven," taken to a shipyard at Mobile, Ala., for complete renovation and overhaul, will be back in service shortly, giving the company four car ferries in all, and sailings will be further increased to take care of steadily growing traffic.

The railway facilities on land of this "sea-going railway" comprise a yard at the port of Palm Beach with a capacity of 300 cars, which capacity is now being increased through the construction of additional trackage. The company also owns two oil-burning switchers. Recently, when the box car supply was extremely tight, this company purchased a fleet of 150 new box cars of modern design and construction. Delivery of these cars began immediately after January 1, 1952, and, since the movement of cars in ferry service is quite rapid, the new cars will more than make up for the number of cars in transit on the car ferries at any one time.

Car-ferry service between Florida and Cuba was conducted by the Florida East Coast between Key West and Havana for some years. With the destruction of the railway over the Keys by hurricane, the operations were moved to Fort Lauderdale. When the U. S. Navy took over the two car ferries of the F.E.C. early in World

The car ferries have open decks at the stern, permitting the handling of bulky shipments.

War II, the service was temporarily abandoned. After the war, the West India company purchased the car ferry "Grand Haven" from the Grand Trunk Western, had it floated down the Mississippi river from the Great Lakes to Mobile, where it was repaired and sent to the port of Palm Beach, whence service to Havana was inaugurated in June 1946. It was so immediately successful that when the two ferries that had been in service for the F.E.C. prior to World War II were declared surplus to Navy requirements, the West India company purchased them, had them reconverted into car ferries and put them into operation as soon as possible. They are the "Joseph R. Parrott" and the "Henry M. Flagler," having a capacity of 26 railway cars each.

Overnight to Havana

The run of approximately 270 miles between the port of Palm Beach and Havana is made usually in 18 hours, although the "New Grand Haven" could probably reduce this time by three hours if necessary. Since the Florida East Coast has schedules that tie in closely with sailing times, allowing for customs inspection, this means overnight service from Palm Beach to Cuba, except for delays due to the late arrival of documents required for visaing by the Cuban consul and clearance through the U. S. Customs. However, a customs officer stationed at the port of Palm Beach and a Cuban consul with headquarters at West Palm Beach both assist materially in minimizing delays due to clearances.

After the cars have been cleared through customs, they are switched on to the car ferries at a point approximately one mile from the F.E.C. interchange. The harbor at this point is completely protected from the open sea by an outside reef, so that weather is not a delaying factor. There is only a two-foot tide at this point and any deviation between the tracks ashore and those on the decks of the car ferries is easily taken care of by means of an apron on which tracks are laid. The harbor in Havana is similarly landlocked, the entrance being through the relatively narrow inlet immediately adjacent to Morro Castle. The facilities there are owned by the United Railways of Havana, with which the West India company has a close working arrangement.

At present, the "New Grand Haven" leaves West Palm Beach every Tuesday, Thursday and Saturday, but the plan is to make this an every-other day sailing schedule to take care of the increasing business. This ship has a capacity of some 42 large railway cars. The other ships normally make 12 round trips per month each. Cars loaded on these ferries are fastened by means of the customary wheel clamps and turnbuckles, with heavy jacks at each side to keep them stationary when the ferries roll or pitch with the motion of the sea.

A large amount of less than carload freight is also handled by the West India company. This comes in package cars by the Florida East Coast and also by highway trucks to the freight forwarding company which maintains an office and warehouse at the docks. Here it is consolidated into carloads, for ferry loading.

Freight that leaves Havana in the evening is always on its way north out of West Palm Beach by the following evening. Because of the late closing hours for perishables in southern Florida, the fast trains operated to the north by the Florida East Coast do not leave West Palm Beach until midnight or later, giving the West India company ample time to have the northbound cars of freight from Cuba on the interchange track.

No Size or Weight Limit

The West India company claims to be able to handle anything the railways can handle—and it does. Outsize objects such as a complete motorcycle drome have been handled to Cuba without difficulty; Ringling Brothers circus has also been transported to and from Cuba annually for the past three seasons. The upper deck of the car ferries does not extend over the car deck at the stern of the ships, leaving space for cars containing unusually large and bulky shipments to be spotted in these locations, so that almost any sort of bulky and unwieldy lading can be handled without difficulty.

The southbound traffic consists of a wide variety of general freight, with manufactured goods predominant, although an astonishing volume of temperate zone fruit such as apples, pears and grapes, as well as other perishables such as meat and eggs, is shipped to Cuba under refrigeration.

The northbound movement from Cuba consists largely of agricultural products, such as tobacco, pineapples, tomatoes and refined sugar. All tobacco entering the port must be unloaded and reweighed before forwarding, according to customs regulations. Slaughterhouse byproducts form an important item of northbound traffic and, at present, there is also a very large movement of scrap iron from Cuba.

"Know how" gained from 14 years' experience has shown this traffic can be handled economically and profitably

Written especially for *Railway Age*
By G. L. GOEBEL
Mechanical Engineer
New York, New Haven & Hartford

Loaded Highway Trailers Are Important Traffic on the New Haven

The movement of loaded highway semitrailers on flat cars is "old hat" —but nonetheless, a profitable business —up in New England. The New York, New Haven & Hartford has been moving this type of traffic for 14 years, and in this time has built it up to where it now averages over 425 highway semitrailers per week. The business has, in fact, grown to the point where 200 specially designed and constructed flat cars recently have been placed in service expressly for this traffic.

Any truck line possessing the necessary certificated rights—as well as private truckers—may use this rail service; its use is not restricted. However, all users must comply with Interstate Commerce Commission requirements and with mechanical regulations formulated by the railroad. Currently the service is being used by a number of different operators.

Transportation charges are based on the length of the trailer body, up to a specified weight limit; all over that limit is charged for at a fixed rate per 100 lb. Empty trailers which have previously been handled with loads are accommodated at one-half the applicable charge for a loaded trailer. The charges are closely related to motor carrier over-the-road costs in southern New England.

Overnight Service

The New Haven's entire trailers-on-flats service is predicated on overnight delivery of semitrailers between New York and Boston and the intermediate points of New Haven and Providence, and between New York and Springfield. It is of paramount importance, therefore, that the equipment and methods used to load, secure, and unload the trailers be as simple and as foolproof as possible in order to prevent any possibilities of delay.

Experience indicates that most of the semitrailers are delivered to the loading platforms during the latter part of the terminal loading period, in many cases, just prior to train departure time. It is essential that the loading operations be smooth and uninterrupted, and that the semitrailers be loaded as rapidly as they are delivered to the railroad yard. With the new flat cars, it has been found that loading one semitrailer per car speeds up the average loading time and eliminates time lost in matching or pairing trailers to fit on a single car.

All of the loaded flat cars are handled on high speed freight trains travelling at an average speed of 45 to 50 m.p.h.

The loading times, yard closing times (after which no more semitrailers will be accepted for loading), and train departure times for outbound movements are shown in an accompanying table, along with the arrival times and placement times of inbound movements. As a matter of practice, it has been found necessary strictly to enforce the yard closing times, to prevent late arrivals from delaying departure of the train.

Actual unloading of the semitrailers from the flat cars starts approximately 10 to 15 minutes after the cars are placed at the ramps.

Present terminal facilities at Harlem River (loading

HARLEM RIVER TRAILER TERMINAL (New York) is close to the Oak Point receiving and dispatching yard so that a minimum of time and switching is required to move the loaded flat cars into and out of the over-the-road trains. In this view all trailers have been unloaded from the flat cars and are parked awaiting pick-up tractors.

point for New York), Boston and Providence consist of inclined loading ramps placed at the stub end of a single track so that they abut the car end. Each track is designed to hold from 6 to 14 cars, all of which are serially loaded or unloaded from a single ramp. The present ramps are of concrete construction, having 35-ft., 10 per cent inclines and a 5-ft. level stub.

An illuminated "catwalk" is placed along side of each loading track, level with the car floors, to provide a means for loading crews to move to and from flat cars during the loading and unloading operations. This walk is particularly helpful during the winter season. Storage bins for miscellaneous repair parts are located at strategic intervals along this walk. Adequate housing facilities for loading crews are provided at each terminal.

Automatic Weighing Scale

It is intended to install an automatic weighing scale at the New York terminal, inasmuch as most of the traffic passes through this terminal. This 50-ft. scale, with a 50-ton capacity, will automatically weigh the tractor and semitrailer with its load as the unit moves into the terminal yard.

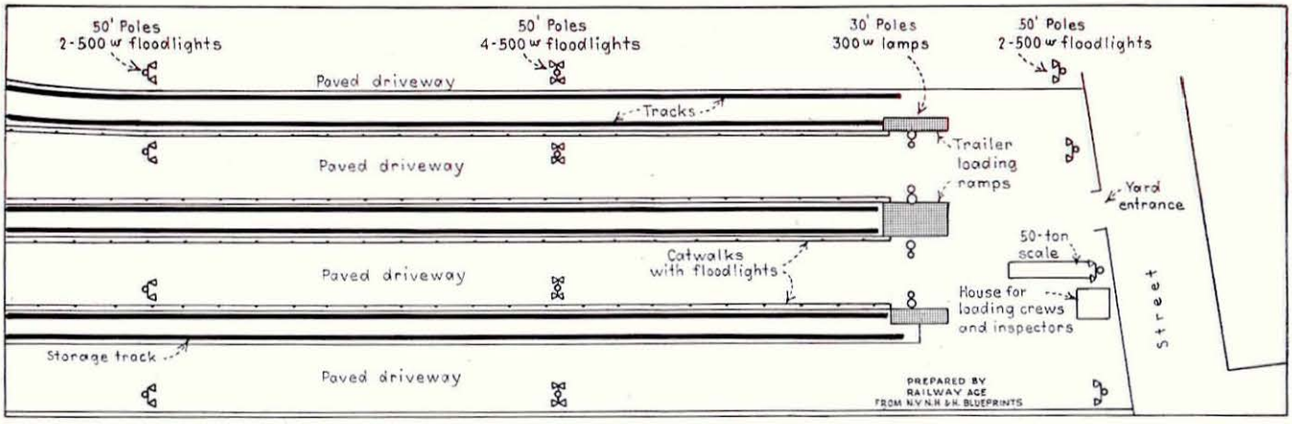
All terminal yards are now being resurfaced with black top, so that trailers and tractors may be moved about speedily—particularly during bad weather. All yards are provided with suitable floodlighting.

The New Haven first began movement of loaded semitrailers as an experiment. The serial end-loading method of placing conventional highway trailers on railroad flat cars was chosen at the time because of its low initial cost for terminal facilities and flat car fittings. Furthermore, because it was a new and experimental type of service, it was deemed advisable to inaugurate the service on a conservative basis and watch its progress as well as its reception by motor carrier operators. This loading system has proved satisfactory in actual service and has been continued.

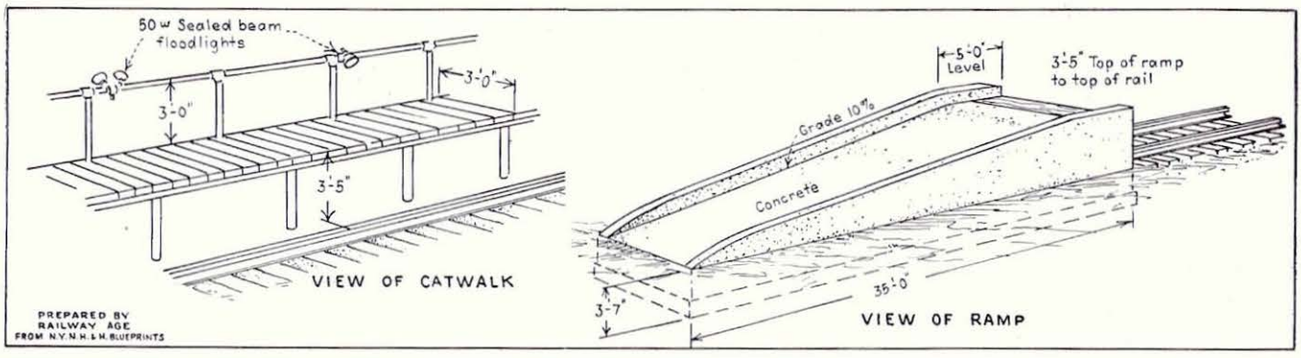
Tractor Loading

Except at New Haven, the actual loading and unloading of the semitrailers is handled by the New England Transportation Company—highway subsidiary of the N.Y.N.H.&H.—on a contract basis. Using their own tractors shippers deliver their semitrailers to parking spaces within the terminal yard. The N.E.T. tractor assigned to loading then picks up each semitrailer and moves it on to the flat cars at the proper loading time. Semitrailers are unloaded in the same manner, and parked in the yard.

It has been found desirable to equip the tractors used for loading with an extra low back-up gear in order to obtain additional power when backing the loaded semitrailers up the incline onto the flat cars. The cost of this extra gearing runs to approximately $600 to $800 per tractor. This gearing has eliminated considerable



LAYOUT FOR A TYPICAL TRAILER TERMINAL, as conceived by the New Haven. The Harlem River terminal conforms very closely to this generalized plan.



Views of the terminal catwalk used by loading and unloading crews, and the newer concrete ramp. The catwalk railing supports 50-watt floodlamps. The ramp is equipped with an apron to bridge the gap to the car floor.

maintenance expense encountered when conventional tractors were used. In actual experience it has been found between 6 and 7 minutes are required on the average to load a semitrailer—including the time required to back the vehicle on to the flat car, place jacks in position and secure the wheel chocks and anchor chains. Unloading averages between 4 and 5 minutes per trailer.

During loading it is necessary to lower the semitrailer's front landing gear wheels to be just barely in contact with the car floor. In this way they can serve as lateral stabilizers, supplementing the front jacks. To eliminate the time consuming and expensive practice of having a second man to hand-wind these wheels into position, the loading tractors have been equipped with a Pollard fifth wheel. This is a hydraulically operated mechanism which can be raised or lowered by controls within the operator's cab. With this mechanism, the tractor operator can pick up the trailer without retracting its landing gear, back it into place on the car, then lower the front of the trailer to the proper height to receive the jacks—all without leaving the cab. This Pollard fifth wheel costs approximately $1,500 installed, but has eliminated the services of a man for each tractor formerly required to handle landing gear adjustments exclusively.

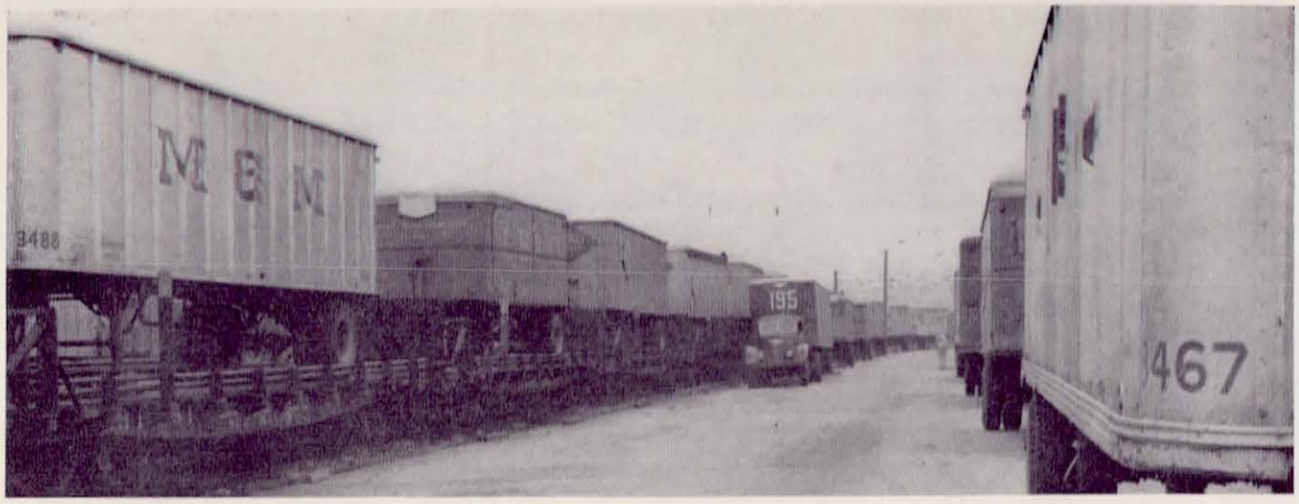
The railroad pays N.E.T. a per diem charge for each tractor used, which includes the driver's wages, and all maintenance and operating costs of the tractor.

Under tariff regulations, the railroad company is not responsible for inside loading or the condition of the loading when a semitrailer is received at a loading platform.

The railroad requires that each vehicle must have

	Allowable Loading Period	Outbound Movements: Yard Closing Time for Receipt of Trailers		Outbound Movements: Train Departure Time		Inbound Movements: Train Arrival Time	
		Early Train	Late Train	Early Train	Late Train	Early Train	Late Train
Boston	4:00 p.m. to 9:30 p.m.	8:00 p.m.	8:30 p.m.	8:45 p.m.	10:00 p.m.	4:40 a.m.	4:55 a.m.
Providence	6:00 p.m. " 11:00 p.m.	9:00 p.m.	9:30 p.m.	11:05 p.m.	11:40 p.m.	2:55 a.m.	3:27 a.m.
Springfield	7:00 p.m. " 9:30 p.m.	9:00 p.m.		11:55 p.m.		4:45 a.m.	
New Haven	7:00 p.m. " 9:30 p.m.	9:00 p.m.		#11:30 p.m.	*2:50 a.m.		
Harlem River	3:00 p.m. " 9:45 p.m.	7:30 p.m.	8:30 p.m.	9:20 p.m.	10:20 p.m.	5:10 a.m.	5:05 a.m.

On inbound movements, cars are placed at the ramps approximately 20 minutes after train arrival.
*To Harlem River.
#To Boston.



PARKED TRAILERS in the Harlem River terminal prior to loading—and loaded flat cars ready to depart. The trailer-rail terminals are strategically situated within the commercial zone of each metropolitan area.

its end or side doors securely locked and sealed by the shipper prior to its delivery to the railroad.

The railroad company is liable only for claims of damage to the *trailer body* while in its possession. As a matter of record, such damage claims have been surprisingly few, considering the volume handled.

As a means of checking damage claims and enforcing mechanical department regulations, each terminal point is required to issue a daily "defective highway trailer" report which is interchanged with all other trailer rail terminals, with copies to the freight traffic department.

This routine check has influenced shippers to maintain their trailer bodies in good physical condition at all times. Otherwise they run the risk of a possible rejection at a railroad loading terminal.

The railroad requires that all semitrailers offered for shipment must be inspected by qualified mechanical department personnel. This is to insure that all semitrailers accepted for movement are suitable and safe for transportation in railroad service. In the interest of uniformity—and to speed handling in the face of a rising volume of business—railroad regulations governing the acceptable types and sizes of trailer bodies, together with loading and inspection practice to be followed by shippers and railroad loading crews, were published in booklet form in 1947. Trailers are accepted or rejected by the railroad inspectors on the basis of these regulations.

BENCH MARKS AND YARDSTICKS–5

On the question of standards by which the performance of a passenger conductor may be evaluated—on which the views of a railroad vice-president were set forth in this space in our March 17 issue—we have a dissenting opinion from a former railroad man, now on the regulatory side of transportation. This correspondent contends that a quite dependable quantitative evaluation of the performance of such an employee could be given by getting answers to the following check list:

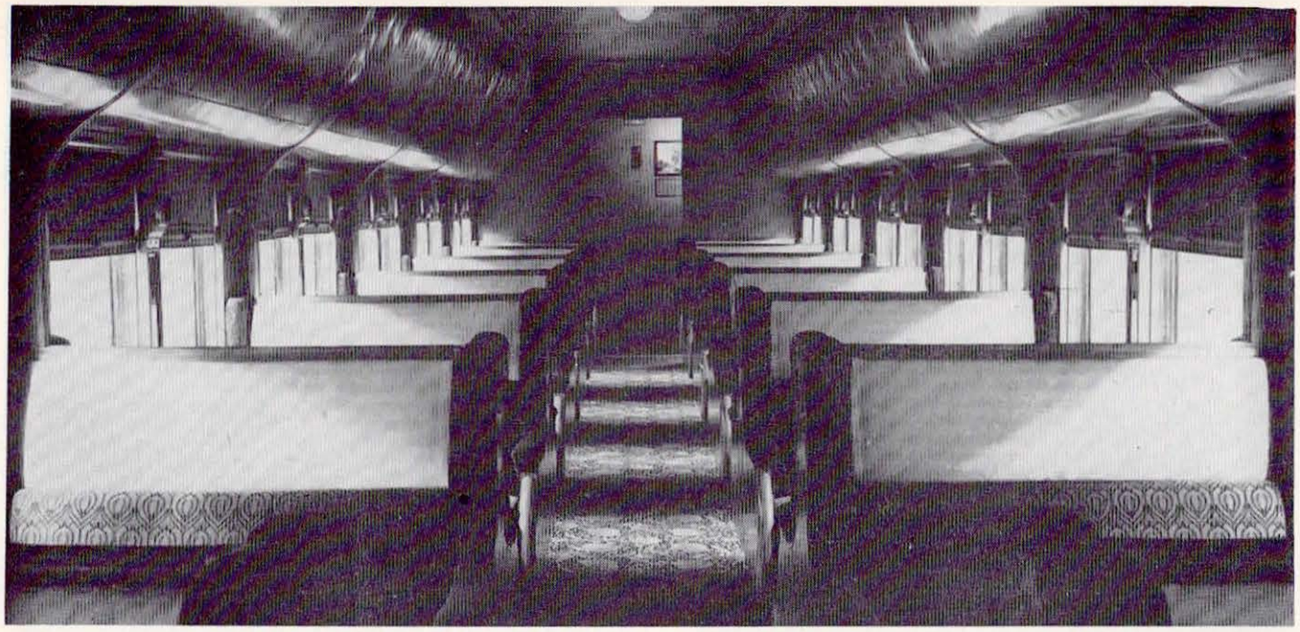
1. Proper uniform
2. Proper grooming
3. Watch inspection prompt
4. Working funds available
5. Issuance of cash fare receipt
6. Observance of basic safety rules
7. Possession of timetable
8. Number of complaints and commendations
9. Correctness of records
10. Assistance to passengers at steps
11. Use of hatchecks
12. Observance of ticket dates

Whenever possible, the employee should not know who is observing him or when, says our correspondent. The check might be repeated at intervals of six months or a year. Without putting too much reliance on any one report, a file of a half-dozen such checks on any one employee, by a number of different observers, ought to give a pretty reliable "yardstick"; and also reveal whether the employee is improving or not, and show how he stands compared to other employees doing the same kind of work.

Our own thought regarding this suggestion is that, while information on performance is essential, and so-called "efficiency tests" are necessary beyond question to insure safety—nevertheless anything suggestive of the "spotter" technique has to be handled with extreme care if employee morale is to be preserved. Perhaps this result could be secured if favorable reports were drawn to the employee's attention—while unfavorable reports would indicate to supervisors wherein the employee needs helpful attention, but without resulting in anything like the "brownie" follow-up where safety is not involved.

Violations of safety standards or gross mistreatment of customers just have to be matters of discipline—but shouldn't most other aspects of performance be used, rather, as guides to supervisory activity, instead of misdemeanors to be punished?

The dissenting opinion of our correspondent raises some question as well as answers some. Any further ideas our readers may have on the subject will be welcome—and will be presented here, with strict protection of the writer's anonymity, if he prefers it that way.



Newly conditioned tourist sleeping car for "North Coast Limited."

Northern Pacific Remodels Tourist Sleeping Cars

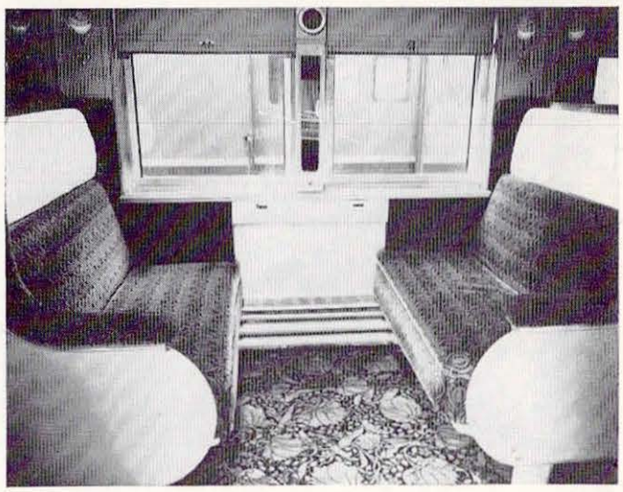
One of the interesting achievements of the Northern Pacific in 1951 was the complete remodeling and reconditioning of all tourist sleeping cars used on its "North Coast Limited" in regular service between Chicago and the Pacific Northwest. As a result of this improvement program, travelers were assured clean, comfortable, economical accommodations in cars which were thus given a further extension of effective service life and revenue-earning capacity.

The car walls were repainted in two-tone green and ceilings in tan to match the interior color scheme of the other cars in the train. Floors in the main body of the car were covered with deep-pile carpeting harmonizing with the green seat upholstery.

The women's room was equipped with two chairs and an unholstered seat. A wide shelf was installed along one wall as a dressing table. Two large mirrors were placed above the shelf and two more mirrors on the adjoining wall above the upholstered seat. The commodious men's room was provided with a comfortable leatherette upholstered sofa for daytime lounging.

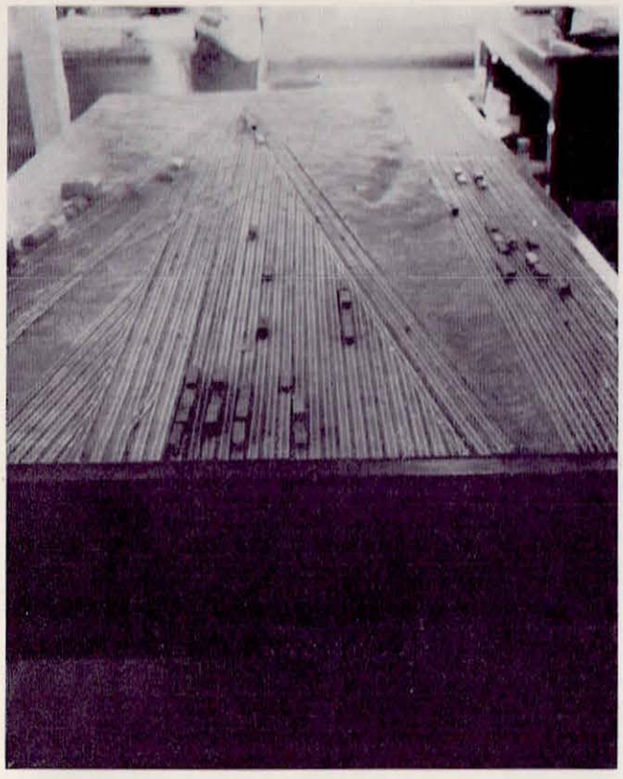
All windows have been replaced with the sealed-type, double-sash, dehydrated units, the frames of which are stainless steel. Sills are wider and windows seem larger. The overall appearance of the cars has been greatly improved, so that they present a neat and inviting appearance.

Among other equipment installed on these cars in conjunction with the improvement program are Timken roller bearings, tightlock couplers and rubber draft gears.

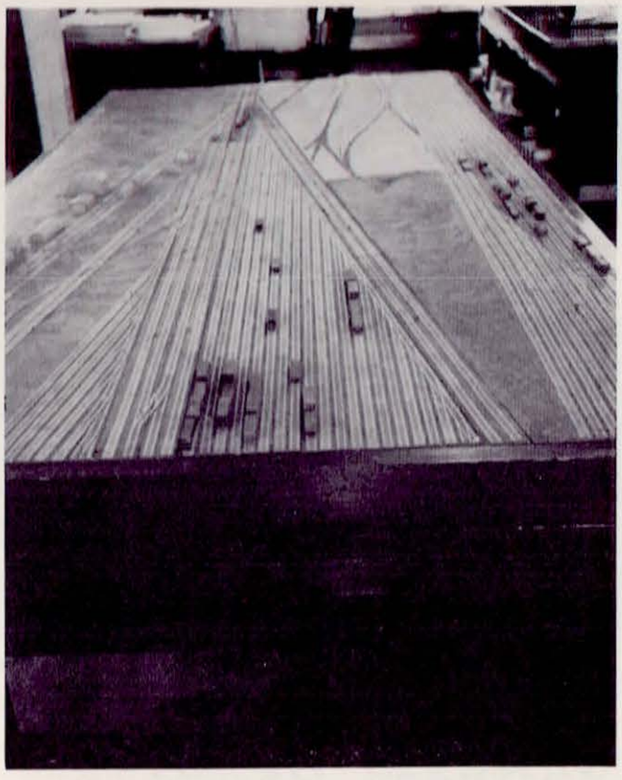


Daytime view of a section with deep-pile carpeting and modern window sash.

Women's room in remodeled tourist sleeping car of "North Coast Limited."



1 SEPTEMBER 1950—Here a scale model shows the arrangement of the east (retarder) end of the E.J. & E.'s Kirk yard at Gary, Ind., before the $5 million modernizing project was started. The model was used to give operating men a bird's-eye view of the changes as they developed in the process of converting from flat switching to hump retarder operation.



2 OCTOBER 1950—Some of the pieces showing the yard before any work was done have been replaced with others showing the yard as it reached the stage of construction marking the end of the first month. As the work progresses, other pieces of the old yard are lifted out and replaced with comparable pieces of the new-yard set.

"Here's What We're Going to Do to Your Yard"

Adjustable replica of a large yard-revamping project gives operating men a three-dimensional perspective on how track changes will affect switching operations

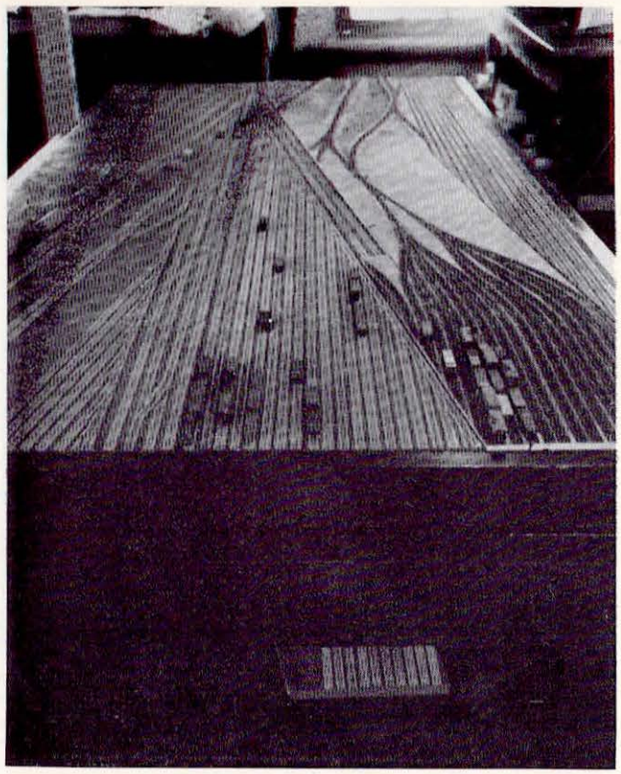
Where a large yard is to be revamped how can the various stages of the work and their effect on switching operations best be explained to personnel of the transportation department so that they can modify their operations as necessary to release the tracks needed and still keep traffic moving?

One way is to prepare a series of drawings depicting each step of the work, but the objection to this method is that many operating men are untrained in reading blueprints and have difficulty in understanding drawings and their effect on their own work. Another way is to prepare a lengthy written report describing the various stages. Such reports are not too satisfactory as a method of explaining complicated situations and, anyway, this method requires that lengthy letters be written each time a new stage is reached.

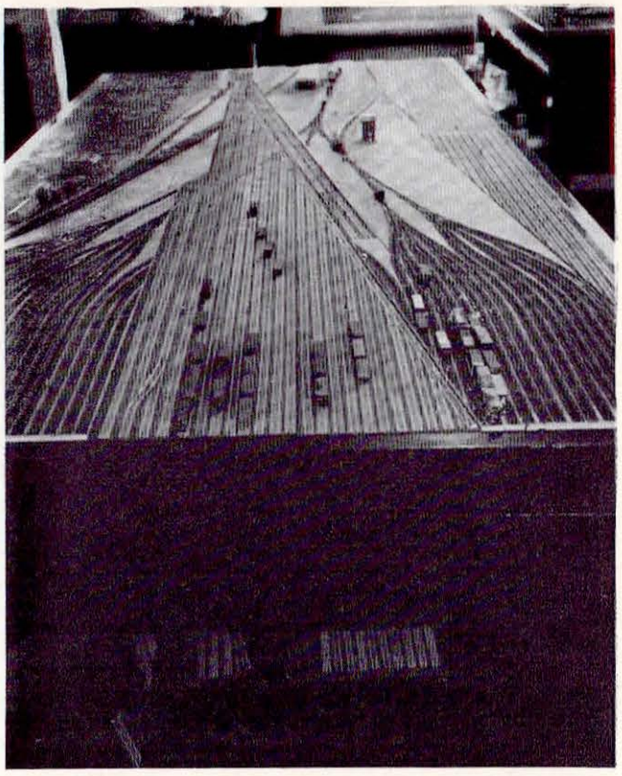
The Elgin, Joliet & Eastern management believes it has hit upon an ideal solution to this problem by having a scale model made of part of its Kirk yard at Gary, Ind., where it has a project currently under way for converting this flat-switching yard into a retarder yard at a cost of about $5 million.

Built by Barnes & Reinecke, Inc., Chicago, to a horizontal and vertical scale of 1 in. to 20 ft. from drawings furnished by the railroad, the model is 3 ft. 6 in. wide by 7 ft. 11¼ in. long, and shows the relative ground elevations as well as tracks, turnouts, railroad crossings, and buildings. In the model the earth and ballast are made of red clay molded under infrared heat, the tracks and ties are of steel, and the buildings and cars are of wood. All the parts are painted with lacquers in colors corresponding to those of their full-size counterparts.

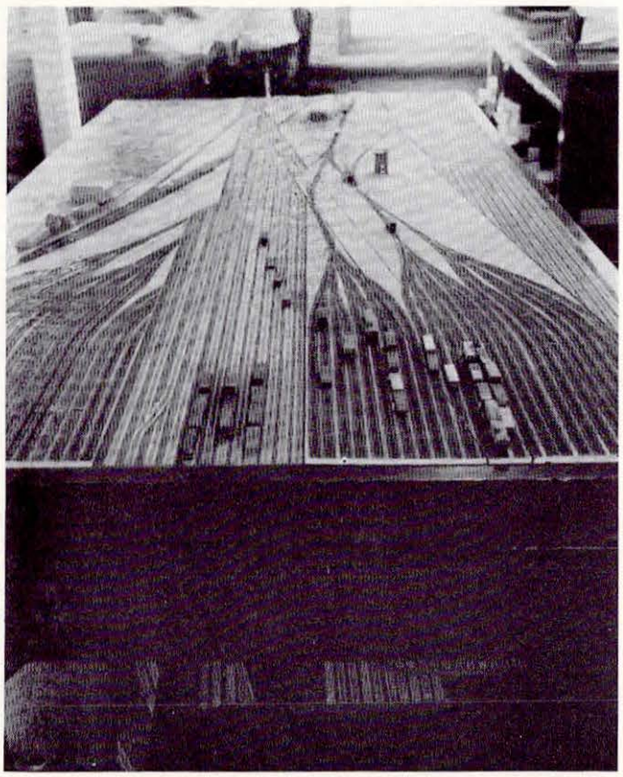
The model has two sets of 29 removable pieces each, this number being required to conform with the projected steps of the project. When put together like a large jig-saw puzzle the 29 pieces of one set show the flat-switching yard before any work was done on the



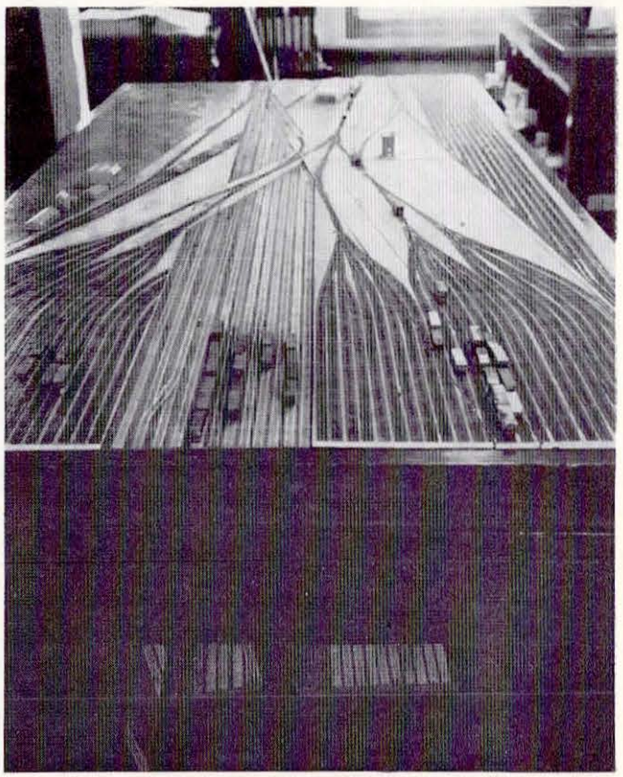
3 AUGUST 30, 1951—Subsequent steps involved the removal of portions of the tracks of the existing 14-track receiving yard on the south (right), the remaining portions being connected with a new ladder track, followed by construction of classification tracks.



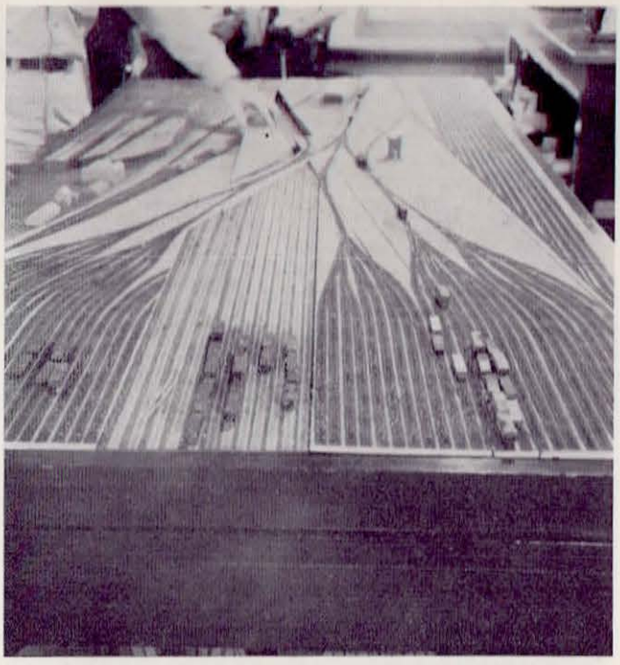
4 DECEMBER 1, 1951—Almost three groups of classification tracks had been completed on the north side of the yard (left) and the yard office, a floodlight tower and the retarder control had been constructed. At this stage, the project was about 70 per cent completed.



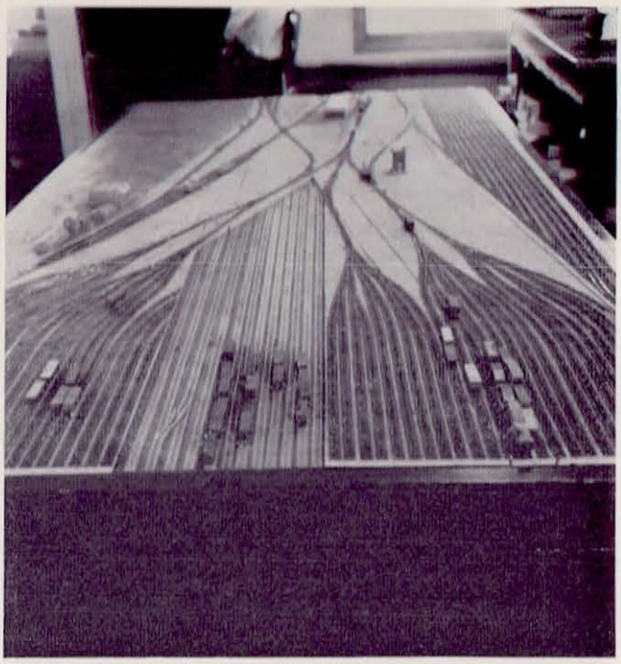
5 THE END OF 1951 saw the retarder leads to the southerly (right) track groups connected and ready for service. Meanwhile, the tracks remaining in the old flat-switching yard continue in service, being switched mostly from the west.



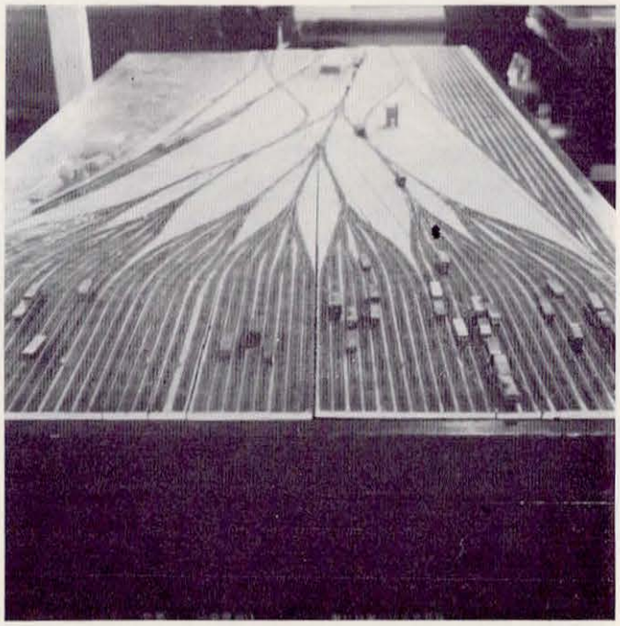
6 FOR THE FUTURE, it was anticipated that the next step would be to connect the northerly track groups with the hump and retarders to put these tracks in service. Switching of the remaining tracks of the old flat-switching yard will be handled from the west end.



7 **HOW IT'S DONE**—Modernizing individual portions of the old flat-switching yard on the scale model is merely a matter of replacing one of the 29 pieces of the old-yard set with one of the new. Other pieces can be seen near the edge of the table (upper left).



8 **A LATER STAGE**—removal of isolated portions of the old yard—will be followed by laying the run-around track to the left of the hump and connecting the caboose tracks (upper left). At extreme upper left is lead track to a northerly receiving yard (not shown).



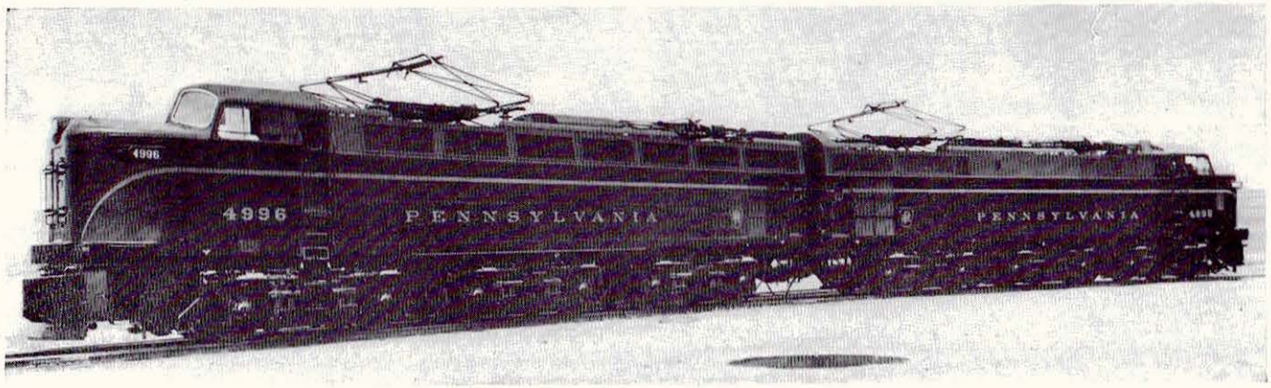
9 **WHEN CHANGES ARE COMPLETED,** the yard will appear as the model is arranged in this view. The tracks shown in the upper right are part of a 14-track receiving yard on the south.

project, while the second set shows the hump-retarder yard as it will appear when completed. Each piece of each set is similar in shape and size to the comparable piece of the other set. As work progresses, the pieces representing the old yard are lifted out and replaced by the comparable pieces of the new-yard set.

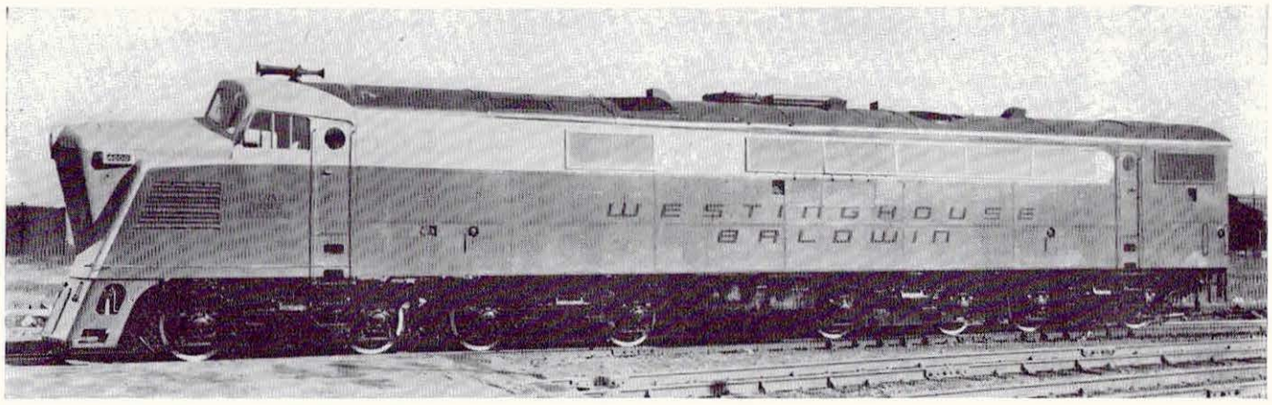
The base of the replica is a sheet of plywood which is rimmed with a wood rail. On this base, the various pieces have been outlined and numbered in crayon so that the proper piece can be readily selected for insertion. In addition, dowel pegs—two for each piece—project above the plywood surface for holding the pieces in proper position. Each piece also has an individual base of plywood, with holes on the underside for fitting the pegs of the main base and with two wire eye-screws, inserted from the top, for lifting the piece into and out of position.

The model rests on a heavy table placed in the field construction office of S. H. Shepley, assistant chief engineer of the E. J. & E., who is in direct charge of the construction work. Whenever the project has reached the end of one work stage, as when a group of tracks served by one retarder has been completed, the interested operating and engineering officers are notified so that a consultation can be had around the model. The operating consultants generally include P. T. Moran, general manager; P. H. Verd, general superintendent; J. W. O'Neill, assistant general superintendent; M. R. Joyce, superintendent, Gary division; and W. R. Walter, trainmaster. The engineering department is usually represented by F. G. Campbell, chief engineer; Mr. Shepley; and R. V. Dangremond, special roadmaster.

During the consultations, the proper pieces of the old yard are removed from the model and the comparable new ones are inserted to show how switching work will be affected. The work is discussed and switching operations agreed upon so that all concerned will have a clear conception of the new stage of the project. The model is always available for inspection by any of the interested parties for refreshing memories; even the conductors and switchmen frequently examine the model to help them in their work. Being three dimensional, the replica gives a true bird's-eye view of the east end of the yard in various stages. Both operating and engineering personnel report that it is proving invaluable in helping to plan shifts in operations incident to carrying out this complicated project under traffic.



One of the two 6,000-hp., 11,000-volt, 25-cycle Ignitron-rectifier locomotives. This locomotive has a 2(B-B-B) wheel arrangement, while that of its counterpart is 2(C-C).



The 4,000-hp. gas turbine locomotive now in service on the Pennsylvania.

New Locomotive Types . . .

- ***Steam***
- ***Gas Turbine***
- ***Straight Electric***

New information concerning performance and the present status of three new types of locomotives developed by Baldwin-Westinghouse was presented by W. A. Brecht, manager, Transportation Engineering Department, Westinghouse Electric Corporation, at the March 20 meeting of the New York Railroad Club.

The straight-electric locomotives are the two, 2-unit, 6,000-hp., ignitron rectifier locomotives built for the Pennsylvania. These locomotives, which take 25-cycle 11,000-volt a.c. power from an overhead contact wire and convert it to direct current for the operation of standard diesel traction motors, were described in the February 11 *Railway Age*.

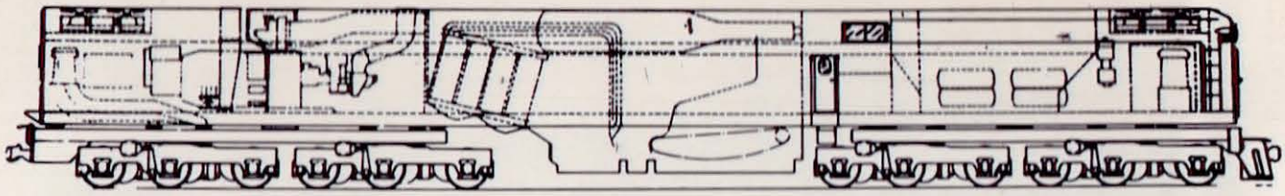
Successful operation of these units, Mr. Brecht said, required the solving of three new problems: the effect of vibration and shock on the ignitron tubes; the amount of traction motor heating which might be caused by an a.c. current ripple; and possible interference with wayside communication circuits. All of these either proved not to be problems at all, or have been satisfactorily resolved.

Both of the ignitron locomotives have given a good account of themselves in service. On February 19, one of them hauled a train consisting of 162 loaded coal cars, almost a mile and a quarter long, from Enola yard, near Harrisburg, Pa., to Morrisville, Pa. An average speed of 30 m.p.h. was maintained over the 130-mile route. This was more than 400,000 gross ton-miles per train-hour.

The present market for locomotives of this type is of course limited, but they lend themselves easily to standardization, and the builders feel they may hasten a revival of interest in railroad electrification.

Gas-Turbine-Electric Locomotive

Concerning the performance of the Westinghouse gas-turbine-electric locomotive, Mr. Brecht said: "Our gas turbine first ran on the test-stand in 1946, and our locomotive first saw service about two years ago. We have had our troubles with it, including turbine blade failures



Side elevation of the steam-electric locomotive now being built for the Norfolk & Western showing the location of the principal pieces of equipment.

due to an over-temperature incident and many difficulties in learning how to handle bunker C oil on a locomotive. It has been in and out of service for changes several times."

"Most recently, it went into service on the Pennsylvania between Harrisburg and Altoona, Pa., about a month ago. It makes a round trip daily, hauling a heavy express train on a fast passenger schedule. Its operation in this service has been most encouraging, with not a single detention chalked up against it yet.

"Briefly, this locomotive is a 4,000-hp. unit containing two 2,000-hp. turbine-generator sets, placed side-by-side with a central aisle. It is a passenger locomotive, geared for 100 m.p.h. service. The cab is shorter than a standard passenger car, and is carried directly on four identical 4-wheel trucks without intermediate span bolsters. Tracking qualities with this unconventional running gear have been extremely good."

All eight axles are motored. The standard diesel locomotive traction motor is used on this gas-turbine locomotive and, in fact, this same motor is used on all three of the locomotives Mr. Brecht discussed.

Steam-Turbine Locomotive

"It is our intention," he said, "to send the locomotive west in the near future, where availability of cheap residual fuels make this type of motive power most attractive at the present time."

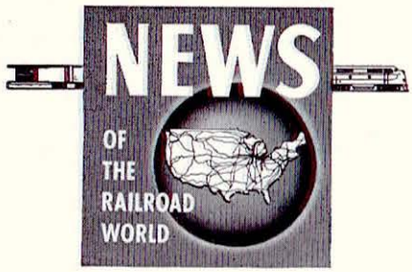
A steam turbine-electric locomotive with a high pressure boiler is now being built for the Norfolk & Western. Delivery is expected about November 1952. Concerning this development, Mr. Brecht said:

"This locomotive will have a thermal efficiency about double that of the conventional steam reciprocating locomotive, and it should operate with a lower fuel bill than diesels of the same capacity. It is expected to go into service about the first of next year.

"This is a three-way development, with Babcock & Wilcox supplying the high-pressure, high temperature boiler, Westinghouse the turbine and electrical equipment, and Baldwin-Lima-Hamilton the locomotive mechanical parts. The heart of this unit will be the boiler, a grate fired, forced draft, water-tube boiler producing steam at 600 p.s.i. and 900 deg. F. total temperature. This boiler has already undergone long and rigorous tests. It provides steam to a single turbine which exhausts to atmosphere and is geared to two tandem-mounted generators rating 4,500 hp. for traction. The locomotive rests on four identical three-axle trucks with every axle motored. Coal is carried on the locomotive, and the trailing tender (not shown in the drawing) carries water only."

Speaking on the same program with Mr. Brecht was E. X. Hallenberg, assistant director of Westinghouse research. He traced the history of research work and outlined its application to Westinghouse industries. He also gave assurance that research will contribute importantly to increasing the efficiency and operational life of the locomotives now undergoing development.

The Jersey Central Lines officially opened its modernized and remodeled westbound passenger station (right), at Plainfield, N. J., on March 22. The old building (left), had been opened in 1901. Railroad, civic and business officers attended opening-day ceremonies. The outside of the new building is two-toned grey masonry with green trim.



(Continued from page 18)

Transport Session Planned For U. S. Chamber Meeting

A luncheon session on "Government in Transportation" will be among proceedings of the annual meeting of the Chamber of Commerce of the United States, which will be held from April 28 through April 30 in Washington, D.C. The transport session will be held April 29 at the Mayflower Hotel.

Speakers will be Secretary of Commerce Charles Sawyer, who will discuss "Our Role in Transportation"; and Charles H. Beard, general traffic manager, Union Carbide & Carbon Corp., whose subject will be "Government Promotional Activities—An Appraisal."

A. L. M. Wiggins, chairman of the board, Atlantic Coast Line, will be the speaker at one of the meeting's two annual-dinner sessions, which will be held simultaneously at Mayflower and Statler Hotels. Mr. Wiggins will speak at the Statler dinner.

I.C.C. Further Delays Truck-Leasing Rules

The Interstate Commerce Commission has postponed the effective date of its order prescribing truck-leasing rules until after the termination of court proceedings involving appeals from the order. The appeals are now before the United States Supreme Court.

The commission order was entered May 8, 1951, in the Ex Parte No. MC-43 proceeding. (*Railway Age* of May 28, 1951, page 61.)

Intrastate Rates

The Interstate Commerce Commission has instituted an investigation of intrastate freight rates in Missouri. The commission's action was in response to a petition wherein Missouri railroads called attention to the Missouri Public Service Commission's refusal to authorize increases in line with those approved by the I.C.C. for interstate application. The proceeding is docketed as No. 31003.

Meanwhile, the commission has issued a report which found that unjust discrimination against interstate commerce has resulted from the Louisiana Public Service Commission's failure to approve increases in rates on various commodities. At the same time, the commission refused to condemn Louisiana rates on several other commodities. This proceeding was docketed as No. 30783. No order accompanied the report, but the commission stated that one would be issued unless the Louisiana commission advised that the adjustments called for would be approved.

Railroad Retirement Board's Annual Report

A total of $368,900,000 in retirement, survivor, unemployment and sickness benefits was drawn by 781,000 men, women and children under provisions of the Railroad Retirement and Railroad Unemployment Insurance Acts during the fiscal year ended June 30, 1951. These payments bring to more than $2.8 billion the grand total of benefits paid in the 15 years of railroad social insurance. Over half of this total has been paid out in the last four years.

Beneficiaries and benefit payments under the retirement act in the last fiscal year were somewhat higher, while those under the Unemployment Insurance Act were much lower, than for the previous year. The chief factor was a sharp decline in unemployment benefits from the high point reached in the 1949-50 fiscal year.

The board reports that, in contrast to some previous years, strikes had little effect on rail traffic and employment.

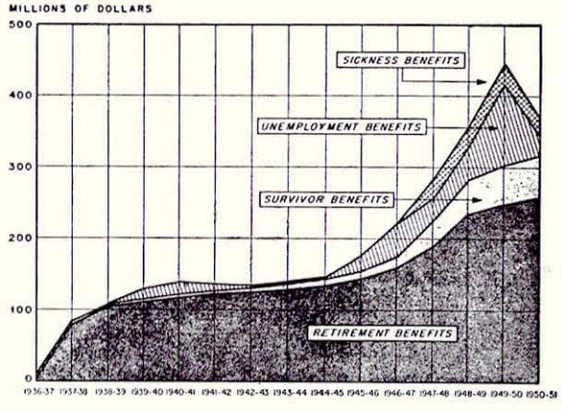
Except for a brief rise during the winter months, unemployment declined steadily throughout the board's year. In July 1950, the peak month of unemployment, the number of persons registering for unemployment benefits was about four per cent of the total of those working, plus those registering for benefits. By the last month of the fiscal year (June 1951), this rate had dropped to one per cent. The average number unemployed in this month was the lowest for any month since December 1945.

On June 30 the balance in the retirement account was $2,419,262,000 — an increase of $355,611,000 for the year. The board emphasized that this balance is the reserve of the retirement system — not a surplus. The board said that it is "much more than offset by liabilities accrued with respect to service already performed."

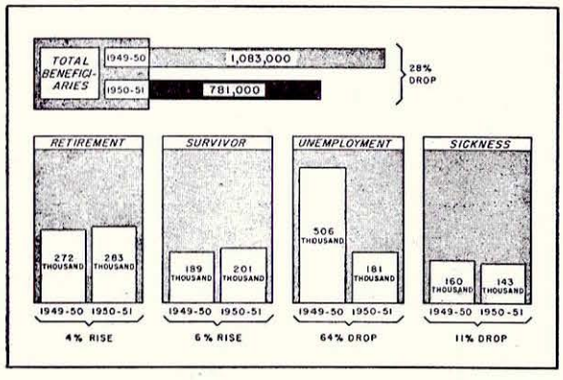
Of the $5.4 million appropriated for administration of the retirement and survivor program, $4.7 million was actually spent — some $200,000 less than in the preceding year. This expenditure amounted to 1.5 cents for each dollar of benefits paid and 0.8 cent for each dollar of taxes collected.

Total income for the unemployment insurance account was $32,909,000. Expenditures totaled $51,795,000. This left a balance at the end of the year of $765,833,000 — $18,886,000 less than at the beginning. The board admitted that this decline was "substantial" but pointed out that it was smaller than that of the two preceding years. It said that payments would probably continue to exceed income as long as the 0.5 per

TOTAL BENEFIT PAYMENTS were less—although retirement and survivor payments continued to rise.



THE NUMBER OF BENEFICIARIES also declined—largely due to the great drop in unemployment.



cent contribution rate remains in effect. This rate is paid — entirely by the employer — so long as the balance in the fund is above $450,000,000. It has been in effect since January 1, 1948, and the board expects it to continue "for some years to come."

Administrative expenses were considerably higher — percentage-wise — than for the preceding year because of "the lower workload." They constituted 14.2 per cent of the unemployment, and 7.1 per cent of the sickness, benefits paid.

Former Senator White Dies

Wallace H. White, Jr., 74, former senator from Maine, died at his home in Auburn, Me., on March 31.

Mr. White, a Republican, served in the Senate from 1937 through 1948. He was Senate majority leader and chairman of the Committee on Interstate and Foreign Commerce during the 1946-1948 term of the Republican-controlled 80th Congress.

Royster Sees Need to Iron Out Transport "Problems"

Paul F. Royster, director of the Office of Transportation, Department of Commerce, last week told graduates of American University's sixth Rail Transportation Institute that he hopes the time will soon come when leaders of different transport agencies "sit down together and settle their problems."

Mr. Royster, who spent more than 30 years in railroad service before entering government last year, spoke on "The Mobilization of Transportation." He said he was proud to report that transportation has met the country's mobilization needs to date.

Our transportation system is the most elaborate and most efficient on the face of the earth, despite its having grown up like "Topsy," he continued. He added that one matter still in need of settlement is for different agencies to work out "which will handle what." It's essential that "cutthroat competition" be ended, he said.

Traditionally, government has assumed the role of regulator and promoter of transportation, he told the class. The "most important" thing today, he said, is for government to provide "wise regulation" of transportation. He said the user of transportation should be as protected as the provider, and it should not be required that one agency of transportation collect full rates from shippers when another collects only a part.

Dr. J. J. Robbins, acting president of the university, presented certificates to 47 graduates of the institute. Malcolm P. Richards, secretary to the executive vice-president, Denver & Rio Grande Western, delivered the class address.

Among the graduates were the following railroad men:

Leon Atkinson, Jr., traveling car agent, Norfolk & Western; Thomas D. Bickham, transportation inspector, Indiana Harbor Belt; R. H. Blassingame, trainmaster, Texas & Pacific; Theodore K. Brown, clerk to general manager, New York Central; Frank Eklund, mechanical engineer, Rutland; James O. Elliott, student supervisor, St. Louis-San Francisco; Walter E. Hamersly, traveling freight agent, N. & W.; James W. Hetherington, personnel examiner, McKeesport Connecting; R. Paul Hock, traveling freight agent, N. & W.; William H. Kimmick, superintendent, Johnstown & Stony Creek; E. R. Latchaw, trainmaster, Donora Southern; Robert C. Marquis, transportation inspector, N.Y.C.; C. L. Marsh, Jr., transportation inspector, N.Y.C.; G. W. Meredith, assistant master mechanic, N. & W.; W. Fred Mowen, chief clerk to superintendent, Western Maryland; John A. Reed, Jr., diesel supervisor, St. L.-S.F.; Peter R. Reese, general agent, St. L.-S.F.; B. V. Reynolds, assistant general freight agent, T. & P.; Mr. Richards; W. L. Richardson, vice-president, Quanah, Acme & Pacific; Adam Robertson, Jr., yardmaster, N.Y.C.; W. T. Rutherford, general agent, St. L.-S.F.; Frank H. Sturges, superintendent of transportation, California Western, and James M. Watkins, brakeman, Panhandle & Santa Fe.

Also in the class was Harvey C. Griffith, Jr., commercial engineer of the Transportation division of General Electric. Three other students were from the Israel Railways, while another represented the Iraqui State Railway. The institute was directed by Dr. L. M. Homberger, professor of transportation at the university.

American U. to Hold Fifth Foreign Transport Institute

The American University, Washington, D. C., will conduct its fifth Foreign Transportation Institute from May 6 through May 23. Like those of its predecessors, the institute's course has been prepared with the cooperation of the Association of American Railroads, National Federation of American Shipping, United States Maritime Commission, and Military Sea Transportation Service.

Railroad men who will participate include Neil R. McCormick, assistant general freight agent, New York Central, and G. C. Randall, manager of port traffic, Association of American Railroads.

Applications for admission and requests for information should be sent to Dr. L. M. Homberger, the American University, 1901 F. street, N.W., Washington, 6, D. C. Dr. Homberger is director of the institute

Steel Founders' Society Confers Honor Awards

National medal awards for outstanding leadership in the steel casting industry were announced on March 18 by F. Kermit Donaldson, executive vice-president of the Steel Founders' Society of America. The society, observing its 50th anniversary, held its annual

THE GRADUATING CLASS of American University's sixth Rail Transportation Institute. Twenty-four railroad men were among those attending the three-week course, which was conducted by Dr. L. M. Homberger, professor of transportation.

meeting in Chicago recently, attended by more than 300 top management, sales, scientific, technical and operating executives from all parts of the country.

James Suttie, vice-president of American Steel Foundries, received the Lorenz Memorial gold medal, the society's top award. The organization's Technical and Operating gold medal for 1951 was awarded to Luther A. Kleber, vice-president in charge of manufacturing of the General Steel Casting Corporation. Harold H. Johnson, chief metallurgist at the Sharon, Pa., plant of the National Malleable & Steel Castings Co., received the annual Steel Foundry Facts award for excellence of material published in the society's technical publication.

Presentation of the awards was made at a special luncheon session, at which formal announcement also was made by Mr. Donaldson of the elections of H. A. Forsberg, vice-president, Continental Foundry & Machine Co., as president of the society, and of Carl F. Barchfeld, sales manager, Commercial Steel Casting Company, as vice-president. Arthur S. Breithaupt, vice-president and sales manager, Dodge Steel Company, was elected a director and executive committee member to serve with Messrs. Forsberg and Barchfeld. Mr. Forsberg also will serve as chairman of the board of directors and the executive and budget committee.

THE LEGENDARY PAUL BUNYAN, with one knowing squint, could estimate the board feet of lumber and other forest products contained in an acre of timber. So that modern foresters may emulate him, the Chicago & North Western's forestry department has devised this "poor man's Paul Bunyan"—a double-faced calculator that comes up with the answer in cords or board feet for pulpwood, logs or lumber. It also provides a means of calculating quickly the number of cords of pulpwood that can be carried in various freight cars.

2nd Quarter Loadings Seen Down 0.5 Per Cent

Freight car loadings in the second quarter of 1952 are expected to be 0.5 per cent below those in the same period of 1951, according to estimates of the 13 regional Shippers Advisory Boards.

On the basis of those estimates, loadings of 32 principal commodity groups will be 8,146,723 cars in the second quarter of 1952 compared with 8,183,625 actual carloadings for the same commodities in the corresponding period in the preceding year. Ten boards estimated a decrease and three estimated an increase in loadings for the second quarter of 1952 compared with the same period of 1951.

The tabulation shows actual loadings for each district in the second quarter of 1951, the estimated loadings for the second quarter of 1952, and percentage of changes.

Shippers Advisory Boards	Actual Loadings Second Quarter, 1951	Estimated Loadings Second Quarter, 1952	Percent Decrease
New England	124,709	122,832	1.5
Atlantic States	848,861	848,534	0.04
Allegheny	1,015,641	1,054,846	3.9 inc.
Ohio Valley	1,011,680	1,006,989	0.5
Southeast	1,067,386	1,060,955	0.6
Great Lakes	656,972	661,480	0.7 inc.
Central Western	252,832	237,612	6.0
Mid-West	904,096	874,769	3.3
Northwest	743,430	766,766	3.1 inc.
Trans-Missouri-Kansas	374,658	363,211	3.0
Southwest	505,087	503,471	0.3
Pacific Coast	396,023	382,942	3.3
Pacific Northwest	282,250	262,316	7.1
TOTAL	8,183,625	8,146,723	0.5

The boards expect an increase in the second quarter of 1952, compared with the same period one year ago, in the loading of 12 and a decrease in 20 of the commodity groups listed. Among those showing increases are: Frozen foods and vegetables, 15.3 percent; machinery and boilers, 8.8 percent; chemicals and explosives, 6.4 percent; salt, 6.3 percent; ore and concentrates, 5.8 percent; gravel, sand and stone, 3.2 percent; food products in cans and packages, 2.5 percent; livestock, 2.2 percent; iron and steel, 1.9 percent; and coal and coke, 0.9 percent.

Commodities for which decreases are estimated include the following: Automobiles and trucks, 35.3 percent; cotton, 29.3 percent; potatoes, 15.9 percent; vehicle parts, 9.3 percent; citrus fruits, 7.9 percent; grain, 6.9 percent; lumber and forest products, 5.9 percent; lime and plaster, 3.8 percent; hay, straw and alfalfa, 3.5 percent; fresh fruits other than citrus fruits, 3.2 percent; paper, paperboard and prepared roofing, 2.7 percent; and agricultural implements and vehicles other than automobiles, 2.1 percent.

Official Lines Must Modify Plan for C.&D. Charges

Division 3 of the Interstate Commerce Commission has ordered cancelation of tariffs whereby railroads in Official territory undertook to extend their plan of charging for collection and delivery services to interterritorial traffic.

The division's report, in I. & S. Docket No. 5960, is without prejudice to the establishment of charges on the interterritorial traffic on the same basis as those applicable on like traffic (l.c.l. and any-quantity shipments) moving intraterritorially.

The intraterritorial traffic is subject to the same scale of charges (ranging from 10 to 37 cents per 100 lb.) that were proposed for interterritorial shipments; but it has the benefit of tariff provisions which result in free collection and delivery services or "in-lieu" allowances to shippers on movements of more than 300 miles. It was the lack of such provisions in the interterritorial tariffs which prompted the commission to condemn them.

New tariffs with such provisions, and the same scale of proposed c.o.d. charges, would be approved, the division stated.

Long Island's Bulk Mail Service Shifted to Trucks

Transportation of bulk mail to and from Long Island, New York, was shifted last week from the Long Island to a fleet of trucks leased from L. T. Stevenson, Inc., and operated by the Postal Transportation Service. The shift is expected to relieve the road of yearly losses of $300,000 incurred in mail handling.

Until the shift the Long Island carried 1,300,000 bags of mail each year from Long Island points and 2,550,000 bags to the island. First class mail, newspapers, special deliveries and other preferred mail were not affected by the change. Thirteen eastbound and nine westbound mail trains will be dropped and the road will effect additional savings in former payments to the Pennsylvania for handling mail at Pennsylvania Station in New York.

N.Y. State Authorized to Collect New Truck Tax

By its recent action in dissolving the injunction which has delayed collection of New York state's weight-distance tax on long-distance commercial trucks, the state Court of Appeals has opened the way to full enforcement of the highway revenue measure enacted by the New York legislature at its 1951 session.

The law, sponsored by State Senator

WITH 67 "OLD-TIMERS" and seven still active "guests" on hand, the "No Work—No Worry Club" held its eighth annual reunion last month at the Grey Gull Inn, Clearwater, Fla. The club is composed principally of retired railroad and industrial traffic executives, though some of its "members" are still active in the traffic and transportation field. George F. Hichborn, of Clearwater Beach, former director of traffic of the United States Rubber Company, is "president" while Charles W. Braden, traffic manager, National Distillers Products Corporation, handles publicity.

George Manning, of Rochester, went into effect last October 1, and tax collections will be retroactive to that date. All other features of the law have been in force since then, as the injunction obtained by representatives of truck operators applied only to collection of taxes.

The case reached the state Court of Appeals following a March 10 decision by the Appellate Division of the state Supreme Court, when a five-judge bench unanimously upheld all parts of the act, but referred it to the Court of Appeals for decision on certain points of law. The latter court, while immediately dissolving the injunction, reserved decision on other features until its April term.

The law itself was briefly outlined in *Railway Age* March 19, 1951, page 68.

Railroads Get More Amortization Certificates

Certificates of necessity authorizing accelerated amortization of facilities for tax purposes were approved for 38 railroads during the period from February 4 to February 16, the Defense Production Administration has announced. The certificates were approved by D.P.A. upon recommendation of the Defense Transport Administration.

The 38 roads for which certificates were approved are listed below. The percentage figure in each case shows the amount that can be written off in five years.

Akron, Canton & Youngstown, $1,259,814, 70 per cent.

Atlantic & Danville, $150,000, 55 per cent.

Atlantic Coast Line, $859,316, 55 per cent.

Atchison, Topeka & Santa Fe, $27,330,000, 70 per cent.

Baltimore & Ohio, $5,820,764, 55 per cent.

Belt of Chicago, $1,259,432, 55 per cent.

Cambria & Indiana, $2,000,000, 70 per cent.

Central of New Jersey, $337,828, 70 per cent, and $170,699, 60 per cent.

Charleston & Western Carolina, $1,815,000, 55 per cent.

Chesapeake & Ohio, $720,000, 60 per cent.

Chicago, Burlington & Quincy, $1,980,000, 70 per cent.

Chicago & Eastern Illinois, $307,758, 55 per cent.

Chicago & Illinois Western, $105,000, 55 per cent.

Chicago, Indianapolis & Louisville, $1,375,000, 70 per cent.

Delaware, Lackawanna & Western, $743,000, 70 per cent.

Detroit & Toledo Shore Line, $295,500, 55 per cent.

Detroit Terminal, $98,532, 55 per cent.

Interstate, $800,000, 70 per cent.

Kansas, Oklahoma & Gulf, $300,000, 55 per cent.

Kentucky & Indiana Terminal, $501,623, 55 per cent.

Lakeside & Marblehead, $183,000, 55 per cent.

Lake Superior & Ishpeming, $1,890,000, 70 per cent.

Lehigh Valley, $2,209,868, 70 per cent.

Louisiana Midland, $104,330, 55 per cent.

Louisville & Nashville, $7,872,566, 55 per cent.

Maryland & Pennsylvania, $205,000, 55 per cent.

Missouri Pacific, $206,500, 40 per cent.

New York Central, $22,697,374, 55 per cent.

Niagara Junction, $690,000, 55 per cent.

Pennsylvania, $40,381,000, 55 per cent, and $122,462, 40 per cent.

Pittsburgh & Lake Erie, $1,588,556, 55 per cent.

Pittsburgh, Chartiers & Youghiogheny, $197,288, 55 per cent.

Reading, $10,929,860, 70 per cent, and $1,327,800, 60 per cent.

Richmond, Fredericksburg & Potomac, $1,443,372, 55 per cent.

Union, $1,295,000, 55 per cent.

Virginian, $1,711,500, 70 per cent.

Washington Terminal, $248,843, 55 per cent.

Youngstown & Northern, $114,000, 55 per cent.

In its report for the period from February 16 to February 29, D.P.A. showed that certificates were then approved for 21 railroads, as listed below.

Atchison, Topeka & Santa Fe, $20,000,000, 55 per cent.

Chesapeake & Ohio, $815,300, 40 per cent.

Chicago, Burlington & Quincy, $1,405,000, 70 per cent.

Chicago, Rock Island & Pacific, $8,475,165, 55 per cent.

Chicago Heights Terminal Transfer, $307,758, 55 per cent.

Columbia, Newberry & Laurens, $260,000, 70 per cent.

Duluth, Missabe & Iron Range, $578,900, 40 per cent.

Illinois Central, $172,000, 55 per cent, and $390,782, 40 per cent. (The $390,782 was qualified by a footnote which said it would be reduced by the Bureau of Internal Revenue "at a later date upon determination of the cost of certain facilities. . . .")

Kansas, Oklahoma & Gulf, $300,000, 55 per cent.

Louisiana & Arkansas, $745,000, 55 per cent.

Louisville & Nashville, $3,350,000, 55 per cent.

Minnesota Western, $57,353, 55 per cent.

Mississippi Export, $76,687, 55 per cent.

Missouri-Illinois, $743,000, 70 per cent.

New York Central, $628,800, 55 per cent.

Peoria & Pekin Union, $208,400, 55 per cent.

St. Mary's $139,319, 55 per cent, and $192,370, 50 per cent.

Toledo Terminal, $201,121, 55 per cent.

Western Maryland, $4,751,154, 70 per cent, $375,000, 60 per cent, and $414,144, 40 per cent.

Western Pacific, $2,235,350, 55 per cent.

Wisconsin Central, $1,346,700, 55 per cent, $1,099,600, 70 per cent, and $66,477, 40 per cent.

In its report for the period from March 1 to March 7, D.P.A. showed that certificates then approved included those listed below.

Atlantic Coast Line, $104,150, 55 per cent.

Chicago Milwaukee, St. Paul & Pacific, $17,398,253, 55 per cent.

Delaware, Lackawanna & Western, $92,350, 40 per cent.

Lehigh Valley, $3,540,535, 55 per cent.

Western Fruit Express, $3,769,800, 70 per cent.

Another recent statement issued by D.P.A. showed that 15 "major" industrial-expansion programs have won approval for 7,188 certificates of necessity involving proposed expenditures of $14.6 billion. Certificates granted for railroad facilities and for other transportation and storage facilities have totaled 887 and they have contemplated expenditures totaling $2.6 billion—17.7 per cent of the proposed outlays for all of the "major" programs. The only larger program listed was that involving iron and steel facilities, for which prospective expenditures total $2.8 billion, or 19.3 per cent of the total.

News Briefs . . .

. . . An 86-ton steel girder, said to be the largest ever made in Canada, recently was loaded on three flat cars for shipment over Canadian National lines from Lachine, Que., to Hamilton, Ont. The girder, one of 14 being fabricated at the Lachine plant of the Dominion Bridge Company to form part of a new open hearth shop under construction at Hamilton, was 112 ft. long and 12 ft. 3 in. high. Loading operations were carried out by two 60-ton cranes, which loaded the girder on two C.N. depressed center flat cars with an idler car in the middle.

. . . Montana's largest city—Great Falls—now has its first direct train service to Chicago and to the Pacific Northwest, since the Great Northern began operating the streamlined "Western Star" via Great Falls instead of on the direct line between Havre and Shelby. Although the new route is longer, the overall schedule of the train remains unchanged. Intra-state connecting services have been extensively revised to conform with the new routing (*Railway Age*, January 14, page 15).

. . . Full dieselization of the Texas & Pacific will probably become a reality early this month. The road is currently taking delivery on 16 road and switching units which will displace the last steam locomotives it operates. According to schedule, the last diesel units of the order should be on the property within the first week of April.

. . . All regularly scheduled passenger trains on the Rock Island will be diesel-powered following delivery of six new 2,250-hp. "E-8" passenger units by the Electro-Motive Division of General Motors Corporation. Dieselization started on the Rock Island in 1936. Now the company expects to have all freight and switching services (except a few freight runs on a single division) diesel-powered by the end of 1952—the road's 100th anniversary.

. . . The Great Northern has urged householders, farm owners and local merchants to "look around your place for worn out or obsolete metal and sell it to your local scrap dealer who knows how urgently it is needed." The appeal was in the form of an advertisement that appeared in daily, weekly and farm publications in nine states. At the top of the ad was a photograph of a "whaleback" steamer that carried the first cargo of Minnesota iron ore from the G.N.'s docks at Allouez, Wis., in 1892. The ad termed scrap metal a "cash crop urgently needed by steel mills."

January Accidents

The Interstate Commerce Commission has made public its Bureau of Railway Economics and Statistics' preliminary summary of "steam railway" accidents for January, with comparative figures for the same month of last year. The compilation, subject to revision, follows:

Item	Month of January 1952	1951
Number of train accidents*	901	1,024
Number of accidents resulting in casualties	52	60
Number of casualties in train, train-service and nontrain accidents:		
Trespassers:		
Killed	54	47
Injured	64	57
Passengers on trains:		
(a) In train accidents*		
Killed	..	..
Injured	17	4
(b) In train-service accidents		
Killed	1	..
Injured	144	124
Travelers not on trains:		
Killed	..	..
Injured	56	66
Employees on duty		
Killed	37	32
Injured	1,975	2,184
All other nontrespassers:**		
Killed	168	156
Injured	567	702
Total—All classes of persons:		
Killed	260	235
Injured	2,823	3,137

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of $300 or more to railway property in 1951. Beginning January 1, 1952, this minimum was raised to $325. Only a minor part of the total of accidents result in casualties to persons, as noted above.

** Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:		
Killed	156	145
Injured	405	509

Seek to Liberalize T.-C. Mixed Carload Rule

The Los Angeles Chamber of Commerce has asked the seven major Trans-Continental territory carriers to approve a "liberalized" mixed carload rule (Rule 10) to apply transcontinentally on both eastbound and westbound traffic. The chamber is opposed to liberalizing the rule westbound only.

In its argument for modifying the rule, as set forth in a letter to the chief freight traffic officers of the seven roads, the chamber pointed out that:

- The 11 western states comprising Trans-Continental territory have had a larger population growth since 1950 than the 12 midwestern states which have had a modified Rule 10 since 1949.
- Establishment of the modified rule transcontinentally would "assist Los Angeles area manufacturers and producers to regain lost customers in transcontinental markets . . . simultaneously benefiting the carriers by augmenting their desirable long-haul tonnage and revenues."
- Some 44 per cent of Los Angeles firms do over 50 per cent of their business outside the 11-state Trans-Continental territory. Some of these markets have been saved by relying on other-than-rail transportation after postwar rate increases made many l.c.l. rates "prohibitive."
- More favorable distribution costs to eastern markets made possible by the proposed modification would bring more producers into the market and might eventually build up straight carload traffic.
- Since 1946, highway tonnage in the West has gained some 2½ million tons while rail and forwarder tonnage has dropped 2 1/3 million tons.
- Because the liberalized rule is now available to shippers in two thirds of the nation east of the Rocky mountains, an undue preference of Eastern, Midwestern and Southern shippers and undue prejudice against western shippers is created in violation of . . . the Interstate Commerce Act."

CAR SURPLUSES, SHORTAGES

Average daily freight car surpluses and shortages for the week ended March 29 were announced by the Association of American Railroads on April 3 as follows:

	Surplus	Shortage
Plain Box	3,017	893
Auto Box	275	0
Total Box	3,292	893
Gondola	577	724
Hopper	1,108	196
Covered Hopper	126	0
Stock	2,647	7
Flat	19	682
Refrigerator	3,215	0
Other	855	5
Total	11,839	2,507

ORGANIZATIONS

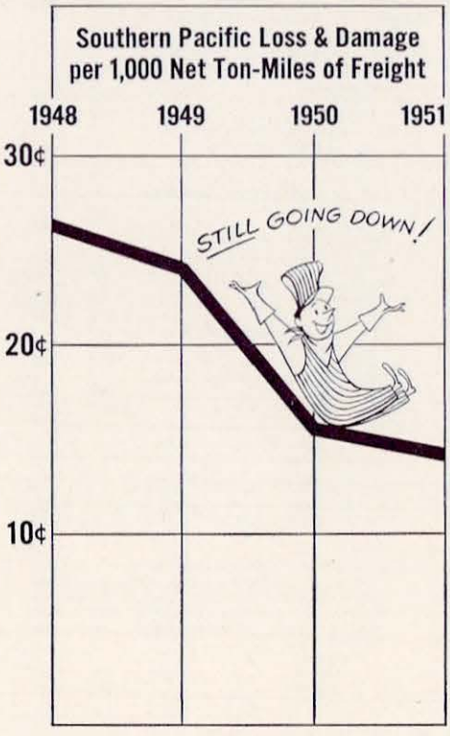
The **Columbus (Ohio) Transportation Club** will hold its annual banquet and installation of officers on April 24, at the Deshler Wallick Hotel.

The **Railroad General Agents Association of Los Angeles** recently elected the following officers: Chairman, L. E. Gabrielson, general agent, Chi-

What's April got to do with the price of eggs?

Ever stop to think about what the high cost of living does to a railroad's loss and damage record? It's murder!

For example: *If you smash a dozen eggs when eggs are 40¢ a dozen, that's one thing. But break them when they're 80¢ a dozen and you've doubled your loss. True, you've still smashed only one dozen eggs, but you have to make the damage good with* **money.** *That's what we keep score with. That's why we think April (Perfect Shipping Month) has a lot to do with the price of eggs. It's also why we're especially proud of this chart....*



That's our *money* performance in loss and damage for the four years 1948–1951. We don't have to remind you of what happened to the price of everything we hauled during those four years. So our *unit* performance is really something to crow about. The chart tells only half the story.

We're still not satisfied, though. We intend to keep on improving that record. Continued employe education, improved handling of freight in stations, yards and trains, and improved packaging and loading techniques all help. Our own container engineers and specialists are at the service of customers who require aid in solving their individual packaging and loading problems.

In short, it is our constant aim to make every month perfect shipping month—to keep improving our loss and damage record irrespective of the price of eggs.

Southern Pacific

THE WEST'S GREATEST TRANSPORTATION SYSTEM

SERVING California • Oregon • Nevada • Arizona
Utah • New Mexico • Texas • Louisiana

cago, Burlington & Quincy; president, C. F. Hallsman, general agent, passenger department, Union Pacific; first vice-president, A. E. Beach, general agent, Roscoe, Snyder & Pacific; second vice-president, H. N. Knocke, assistant general freight agent, Great Northern; third vice-president, Douglas Seaman, district passenger agent, Pennsylvania; and secretary-treasurer, G. T. Buckley, district freight and passenger agent, Gulf, Mobile & Ohio.

At its March meeting, the **Shippers' Conference of Greater New York** elected the following officers for the ensuing year: Chairman, K. S. Carberry, secretary, Chamber of Commerce, Newark, N. J.; first vice-chairman, J. W. Jacobsen, assistant general traffic manager, Socony-Vacuum Oil Company; second vice-chairman, P. A. Thompson, general traffic manager, Devoe & Raynolds Co.; and secretary-treasurer, R. A. Cooke, manager, traffic department, American Newspaper Publishers Association.

The **Omaha Traffic Club** has elected Lloyd C. Dell, traffic manager of the Fairmont Creamery Company, as president for the coming year. Other newly elected officers are N. P. Van Maren, general agent, Milwaukee, first vice-president; R. A. Schiffbauer, traffic manager, Falstaff Brewing Corporation, second vice-president, and K. N. Rudstrom, traffic manager, grain division, Cargill, Inc., secretary-treasurer.

The newly organized **Traffic Club of East Texas** has elected J. Russell Mase, general agent for the Cotton Belt at Tyler, as president. Other officers elected to serve until September of this year are: I. P. Hildebrand, Hildebrand Warehouse Company, Tyler, first vice-president; R. A. Pendergrass, general passenger agent, Cotton Belt, Tyler, second vice-president; and C. H. Dawson, clerk in the Cotton Belt's traffic agency in Tyler, secretary-treasurer.

George D. Cron, traffic manager of the Chevrolet-Oakland division of General Motors Corporation, was elected general chairman of the **Pacific Coast Transportation Advisory Board** at the board's 87th regular meeting, held in Los Angeles March 13-14. With more than 1,000 members in attendance, the meeting was one of the largest in the board's history. An abstract of an address to the board by James W. Harley, director of traffic of the United States Rubber Company, appeared in *Railway Age* March 24, page 34.

F. E. Richter, general agent of the Missouri Pacific, was elected president of the **Traffic Club of Washington, D. C.,** at the annual election meeting held recently in that city. George H. Cheely, assistant chief, Traffic Management Division, Department of Agriculture, was elected first vice-president, and Joseph L. Henning, general agent, Denver & Rio Grande Western,

was chosen second vice-president. Re-elected secretary-treasurer was Charles E. Milford, traffic management specialist, Traffic Management Branch, Federal Supply Service, General Services Administration.

The **Mid-West Shippers Advisory Board** will hold its 98th regular meeting in Chicago on April 16 and 17 at the Morrison Hotel. Frank V. Martinek, assistant vice-president, Standard Oil Company of Indiana, will address the board and also the **Traffic Club of Chicago** at a luncheon on the 17th, on the subject, "Our Mortgaged Freedom."

The **Associated Railway Track Contractors of America** have elected T. F. Scholes, of Reading, Pa., as president; John H. Deckert, Chicago, as vice-president; Charles D. Kelly, St. Louis, as second vice-president; and Royce Kershaw, Montgomery, Ala., as secretary-treasurer.

Clayton F. Devine, traffic director of the Silica Sand Traffic Association of Illinois, has been installed as the 46th president of the **Traffic Club of Chicago.** Other newly elected officers installed with Mr. Devine are: D. S. Mackie, freight traffic manager, New York Central; E. W. Girton, general traffic manager, Wilson & Co.; G. R. Glover, assistant to vice-president, traffic, Chicago, Burlington & Quincy — vice-presidents; Walter N. Saaby, director of traffic, Victor Chemical Works, secretary, and Otis A. Green, western freight traffic manager, U. S. Steamship Lines Company, treasurer.

The **Eastern Car Foreman's Association** will hold its next meeting on April 11, at 7:45 p.m., in Room 502, Engineering Societies building, 29 West 39th street, New York. Clarence C. Bailey, Transportation division, General Electric Company, will speak on "Railroad Outlook." Mr. Bailey's talk will be followed by the motion picture, "Shining Rails." A buffet supper will be held in th Old Timers Grill, 7 East 40th street, New York, at 6 p.m.

The regular monthly dinner meeting of the **Women's Traffic Club of New York** will be held at the Park Sheraton Hotel on April 8, at 7 p.m. "Freight Forwarding Industry" will be the topic of a talk by guest speaker Paul J. Goughlin, vice-president of the National Carloading Corporation.

Instead of the usual fall meeting, the **Association of Interstate Commerce Practitioners** has scheduled a spring meeting to be held at the St. Francis Hotel, San Francisco, on May 13 and 14.

Major General F. A. Heileman, chief of transportation, Department of the Army, will be guest speaker at the **Northwest Shippers Advisory Board's** 100th regular meeting on April 24. A luncheon will be held jointly with the **Traffic Club of Minneapolis** and the **Minneapolis Chamber of Commerce** in the Hotel Nicollet, Minneapolis. The business session will begin at 9 a.m. at the same location. The Northwest board, formed in Minneapolis on January 16, 1923, is the oldest of the 13 regional shippers advisory boards, but because it has conducted somewhat fewer meetings, it is not the first board to have reached the 100-meeting mark.

The **Women's Traffic Club of Metropolitan St. Louis** will hold its annual card party on April 25, in the Jefferson Hotel. Proceeds will be given to a cerebral palsy training center.

SUPPLY TRADE

Poor & Co. Reports 1951 Net Sales of $38,255,723

Net sales of Poor & Co. and its subsidiaries in 1951 totaled $38,255,723, an increase of 47 per cent over 1950 sales of $25,977,035, according to the firm's recently released annual report. Net profit was $1,725,969, an increase of 20 per cent over the $1,438,281 earned in 1950. Unshipped orders at the end of the year amounted to $24,000,000, compared with $17,000,000 at the end of 1950. Fred A. Poor, chairman, and Eugene C. Bauer, president, said in the report.

Cummins Engine Sales Were $60,972,837 in 1951

Net sales of the Cummins Engine Company and its wholly owned subsidiaries in 1951 totaled $60,972,837, compared with $42,839,374, according to the recently released annual report. Net profit was $3,106,023, compared with $3,122,594. Earnings per common share, after preferred dividend requirements but before a 20 per cent common stock dividend, were $6.13 a share, the same as in 1950.

Ben G. Bowman, railway sales manager of **Patterson Sargent,** has announced that **Don R. Myers** will be the Chicago representative. Mr. Myers will succeed **F. W. Evinger,** who recently resigned.

H. B. Reaves, Jr., has been appointed assistant traffic manager for the **Pittsburgh Plate Glass Company.**

J. D. Greensward has been appointed manager of a newly organized apparatus department of the **Allis-Chalmers Manufacturing Company.** He also will continue as general manager of the company's Norwood Works, a position he has held since June 1949. The Texrope drive and pump departments, under the continuing management of **T. C. Knudsen** and **H. P. Binder,** respectively, will be operated as sections of the apparatus department.

George N. Goad, who has been elected vice-president of the Standard Railway Equipment Manufacturing Company's Canadian subsidiary, with headquarters in Montreal. Mr. Goad worked for Canadian railroads for 40 years, and was chief of car service for the Canadian National before joining Standard Railway in 1939.

Roland M. Wolf has been appointed western traffic manager for the **Pacific & Atlantic Shippers Association, Inc.,** at San Francisco.

Arthur H. Nelson, service engineer for the **Independent Pneumatic Tool Company** of Chicago, has been appointed manager of electric tool sales at the Chicago branch.

Walter N. Fritts, assistant general sales manager of the **Electro-Motive Division** of **General Motors Corpor-**

John A. Ferguson, who has been appointed sales representative for the Matisa Equipment Corporation at Chicago. He had been advertising sales representative for the Simmons-Boardman Publishing Corporation at Chicago since November 1950.

ONE GOOD WAY TO REDUCE DOWNTIME

A diesel damaged by fire brings in no revenue. Nobody will ever invent an arithmetic that will make downtime pay off. That's why many of America's leading railroads help reduce downtime by guarding their diesels with small-space Pyrene* Air Foam fire-fighting systems—fast-acting, sure-killing. That's why Pyrene Air Foam Systems belong in *your* diesels, too!

*T. M. Reg. U.S. Pat. Off.

Install PYRENE Diesel Fire-Fighting Systems

First Choice **of America's Railroads**

Pyrene AIR FOAM

PYRENE MANUFACTURING COMPANY

678 Belmont Avenue, Newark 8, New Jersey

Affiliated with C-O-Two Fire Equipment Co.

Earl W. Rosa, who has been appointed sales manager of the F. E. Schundler Company, Joliet, Ill. Mr. Rosa has been with the company for 11 years, and in his new position will direct sales of Perlite, Vermiculite and insulating blocks and cements.

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ation, has been appointed general sales manager, succeeding **O. F. Brookmeyer,** who has been placed on special assignment. The Eastern region, formerly headed by **Paul R. Turner,** now director of sales, has been divided into two new regions. One, still known as the Eastern region, will be at New York, and will be headed by **G. M. LaRiviere,** who is transferred from the post of manager of the St. Louis region. The other, with headquarters at Washington, D. C., will be known as the Southeastern region. **R. L. Terrell,** former assistant manager of the Eastern region, will be its manager. **Frederick W. Walker,** district sales manager, Chicago region, has been named manager, St. Louis region. **George W. Rukgaber,** sales manager, east central district, Chicago region, has been appointed sales manager, western district, at Chicago, and is succeeded by **Floyd E. VonOhlen,** sales representative, Chicago region.

Fred W. Evinger, who has joined the Lehon Company at Chicago as sales representative. He had been with the Patterson Sargent Company since 1944.

Sydney W. Freeman, resident manager of the New York office of the **General Railway Signal Company,** has been appointed assistant to the sales vice-president, with headquarters in Rochester, N. Y. **Franklin George,** sales engineer of the New York office, has been appointed resident manager to succeed Mr. Freeman.

Mr. Freeman was born May 27, 1907. He was graduated from the Rochester

Sydney W. Freeman

Institute of Technology in 1928 and from New York University in 1935, with a B. S. degree in electrical engineering. In 1925 he joined General Railway Signal in Rochester, as a cooperative electrical student. From 1928 to 1932 he was engaged in signaling installation work for the company and in the latter year joined the New York City subway system as signal

Franklin George

maintenance foreman. In 1935 he worked on railway signaling installation for General Railway Signal in Rio de Janeiro, Brazil, returning to the United States in 1939. After a year on car retarder installation work, Mr. Freeman was appointed sales engineer of the New York office. He was appointed resident manager of that office in January 1950.

Mr. George began his railroad career in 1926 as signalman on the Boston & Maine. In May 1929 he joined the Canadian Pacific at Toronto, where he worked in various capacities related to signal installation, inspection and maintenance. He joined G.R.S. in Rochester, in October 1940, as copywriter in the advertising department. In July 1941, he worked as foreman on installation of a C.T.C. project on the Canadian National between Moncton, N. B., and Truro, N. S., after which he returned to the G.R.S. advertising department. In October 1942, he again was foreman on installation work in connection with an all-relay interlocking on the C.N. at St. Lambert's, Que., and in September 1943 was promoted to assistant advertising manager of G.R.S. He was transferred to the commercial engineering department in July 1945 and in October that year worked as foreman on another large C.T.C. project on the B. & M., at North Adams, Mass. He returned to the signal company's advertising department in February 1946 as assistant advertising manager, and, in January 1948, was appointed sales engineer, reporting to the New York office.

The name of the **Seattle Chain & Manufacturing Co.** has been changed to **Round Seattle Chain Corp.** to identify it more closely with the Round Chain Companies, by which group it was acquired in 1920. There will be no change in ownership or management.

Francis J. Dolan has been appointed general manager of the **Superheater Company,** division of **Combustion Engineering-Superheater, Inc.,** succeeding **Bard Browne,** who has retired.

Mr. Dolan began his career with the Baltimore & Ohio (Staten Island Rapid Transit), where he worked successively in the stores, motive power and floating equipment departments. He later became associated with the Delaware & Hudson, where he served in the comp-

Francis J. Dolan

troller's department. In 1920 he joined the Locomotive Superheater Company, predecessor of the Superheater Company, as office manager of the New York office. In 1933 he was appointed assistant secretary and assistant treasurer of the company and, in 1938, became assistant to the vice-president in charge of sales and service of locomotive equipment, in which capacity he has served up to the present.

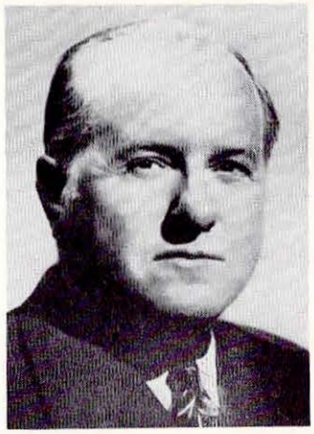
Formation of a new sales and service department has been announced by the **National Electric Products Corporation,** of Pittsburgh.

Herbert J. Purcell has been appointed material procurement manager for **Montreal Locomotive Works, Ltd.** Mr. Purcell, who has been with the company since 1942, will be in charge of purchasing, stores, and expediting of materials.

Arthur H. Nelson has been appointed manager of electric tool sales in the Chicago branch of the **Independent Pneumatic Tool Company.** He formerly was head of the company's subcontracting division.

OBITUARY

Wallace W. Glosser, a vice-president and director of Hubbard & Co., died on March 21. Mr. Glosser was born in Batavia, N. Y., in 1887. He joined Hubbard & Co. as district manager of the New York office in 1927, and before that time worked successive-

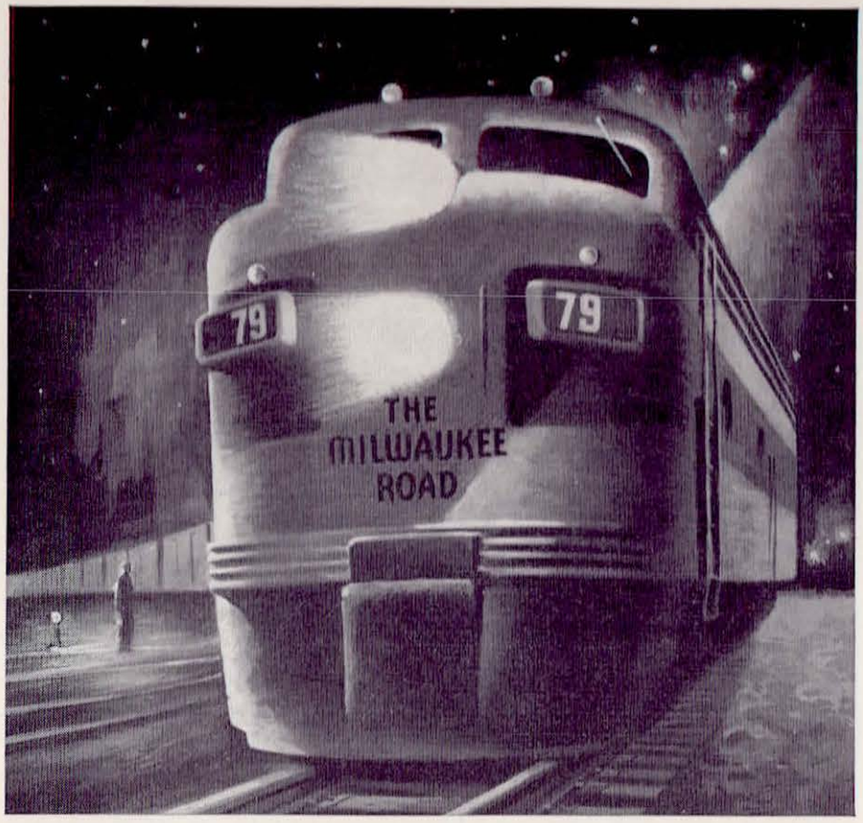


Wallace W. Glosser

ly for the New York Central, the P. & M. Co. and the Verona Tool Company. In 1928 he was transferred to Oakland, Cal., as manager of the Pacific Coast plant. He became vice-president in charge of the Oakland branch in 1942 and was elected to the board of directors in 1948.

Best Pratt, founder and chairman of the Air Brake Equipment & Supply Co., died March 29, at the age of 76. An authority and inventor in the air brake field, he had worked for the New York Air Brake Company, Chicago, for 22 years.

Franklin L. Barber, president of the Standard Car Truck Company of Chicago, died March 26. He was a



"Come in on Track Two"

A radio message like this from yard office to train crew is one way The Milwaukee Road has of speeding freight through yards, cutting time between shipper and receiver—our constant aims.

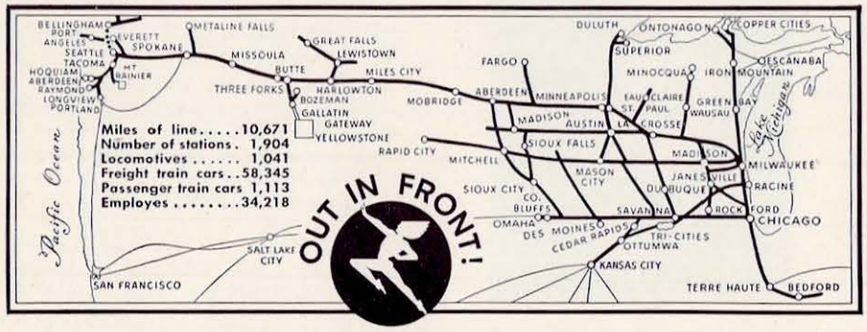
With respect to everything that makes a fine modern railroad, the Milwaukee is right on the beam.

High speed roadway. Diesel and electric power for all the big hauling jobs. Good transportation men who are up on their toes.

If you do business in Milwaukee Road territory, or are planning to expand in our direction, we may have the answer to your shipping problem. Just call your nearest Milwaukee Road agent.

SHIP—TRAVEL

Look at the map!



THE MILWAUKEE ROAD

Route of the HIAWATHAS

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

former director of the Kensington Steel Division of Poor & Co.

Andrew S. Butler, 75, president of the McDougall-Butler Company, Buffalo, N. Y., died on March 25, after a long illness.

Arnold C. Hackstaff, 57, manager of the Denver district sales office of the Youngstown Sheet & Tube Co., died on March 25, of a cerebral hemorrhage.

John D. Conway, 88, secretary of the Railway Club of Pittsburgh, and secretary-treasurer of the Railway Supply Manufacturer's Association, died on March 31.

ABANDONMENTS

Wyoming Railway.—The I.C.C. has postponed, indefinitely, the effective date of its order authorizing this road to abandon its entire line. After receiving a petition from 14 individual creditors of the road, and other petitions from over 400 local residents, the commission decided to hold further hearings in the case. The Wyoming is a 28.6-mile line from Buffalo, Wyo., to Clearmont.

Division 4 of the I.C.C. has **authorized:**

ATLANTIC COAST LINE.—To abandon branch line segments totaling approximately 17.9 miles in Charleston County, S.C. The lines are between Hollywood and Puck, 11.41 miles; Meggetts and Yonges Island, 1.99 miles, and Tooaoodoo and Gannon, 4.45 miles. The road withdrew plans for abandoning an additional 6.5 miles, and the commission dismissed the application for authority to abandon the latter portions. The road said this small network of branch lines has been operated at a loss in recent years.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—To abandon an 18.2-mile segment between Zambrota, Minn., and Zumbro Falls.

DAWSON RAILWAY (Southern Pacific).—To abandon an 18.2-mile portion of the so-called Dawson branch, from French, N. M., to Dawson. The line is owned by the Dawson company, an S.P. subsidiary, and is operated by the S.P. The commission denied the roads' application for authority to abandon another 44.5 miles of the branch, from Roy, N. M., to French. Shippers protesting the abandonment should have a chance to demonstrate the support of the latter segment that may be expected from them in the future, the commission said.

GREAT NORTHERN.—To abandon a 1.13-mile segment at St. Vincent, Minn. The trackage is part of a wye, and was badly damaged by floods.

LORAIN & SOUTHERN.—To abandon its entire line, approximately 0.8 mile, together with 3.9 miles of sidings, in South Amherst, Ohio. The town will continue to have rail service via the so-called Quarry branch of the New York Central.

READING.—To abandon its so-called Moselem branch, about 4,253 feet, in Berks county, Pa.

SUGAR LAND RAILWAY.—To abandon that portion of its line from Pryor, Tex., through Cabell to the end of the line, 3.6 miles.

Application has been filed with the I.C.C. by:

SANFORD & EASTERN.—To abandon a 15.5-mile segment from Springvale, Me., to Rochester, N. H. The line has been operated at a "substantial loss," the road said.

SAN LUIS VALLEY SOUTHERN.—To abandon its entire line, about 31.5 miles, from Jarosa, Colo., to Blanca. The line, which connects with the Denver & Rio Grande Western at Blanca, has been operated at a loss, the application said.

EQUIPMENT AND SUPPLIES

Domestic Equipment Orders Reported in March

Domestic orders for 371 diesel-electric locomotive units, 8,877 freight-train cars and 39 passenger cars were reported by individual purchaser in *Railway Age* in March. Estimated cost of the motive power is $59,969,000; of the freight-train cars, $58,532,000; and of the passenger cars, $4,690,000. An accompanying table lists the orders in detail.

During the first three months of 1952 *Railway Age* has reported domestic orders by individual purchaser for 473 diesel-electric locomotive units costing an estimated $73,063,000; 16,509 freight-train cars costing an estimated $104,576,000; and 131 passenger-train cars costing an estimated $8,833,016.

FREIGHT CARS

The **St. Louis Refrigerator Car Company** has ordered 200 steel-sheathed 40-ft. 40-ton refrigerator cars from the Pressed Steel Car Company. The cars will be used for transporting beverages, ice, water or vinegar. St. Louis Refrigerator also ordered 100 sets of car parts for the same type of cars to be constructed in its own shops.

LOCOMOTIVES

The **Chicago & North Western System** has ordered 90 diesel-electric locomotive units, including 82 for the C. & N.W. and eight for the Chicago, St. Paul, Minneapolis & Omaha. The Electro-Motive Division of General Motors Corporation will build two 2,250-hp. "A" passenger units, four 1,500-hp. "B" freight units, 50 1,500-hp. road-switching units (including five for the C. St. P. M. & O.), five 1,200-hp. switching units, and one 800-hp. switching units; Fairbanks, Morse & Co., eight 1,600-hp. road-switching units and four 1,200-hp. switching units; the American Locomotive-General Electric Companies, 11 1,600-hp. road-switching units (including three for the C. St. P. M. & O.); and the Baldwin-Lima-Hamilton Corporation, four 1,200-hp. switching units and one 1,600-hp. road-switching unit. Deliveries are expected to begin in the second quarter of 1952 and be completed during the fourth quarter.

The **Georgia** has ordered one 1,500-hp. diesel-electric locomotive general-purpose unit from the Electro-Motive Division of General Motors Corporation at an estimated cost of $150,656. Delivery is scheduled for next August.

The **Missouri-Kansas-Texas** has ordered 15 diesel-electric locomotive units at an approximate cost of $2,000,000. The Baldwin-Lima-Hamilton Corporation will build five 1,200-hp. switching and four 1,600-hp. road-switching units, and the Electro-Motive Division of General Motors Corporation six 1,500-hp. road-switching units. Deliveries are scheduled to begin in May and be completed in September.

MARINE

The **Pennsylvania** has ordered six steel carfloats from the Bethlehem Steel Company's Staten Island, N. Y., plant, for use in New York harbor. Each of the 14-car floats, substantially larger than any others used by the P.R.R. for pier work, will be 330 ft. long, with a 38-ft. beam. Each will have two tracks and a central covered loading platform. The first is scheduled for delivery by the end of 1952.

Locomotives

Purchaser	No.	Type	Issue Reported	Builder
A.T. & S. F.	60	Diesel-electric	Mar. 31	Not reported
Bangor & Aroostook	4	1,500-hp. Gen. Purpose	Mar. 31	Electro-Motive
C. of Ga.	6	1,200-hp. Switching	Mar. 31	Electro-Motive
C. & O.	17	1,500-hp. Rd.-Sw.	Mar. 31	Electro-Motive
Jersey Central Lines	19	1,600-hp. Gen. Purpose	Mar. 17	American-G.E.
	13	1,500-hp. Gen. Purpose	Mar. 17	Electro-Motive
	2	1,200-hp. Switching	Mar. 17	Electro-Motive
	4	1,200-hp. Gen. Purpose	Mar. 17	Baldwin-Lima-Hamilton
L.V.	3	800-hp. Switching	Mar. 31	Electro-Motive
M. & L.S.	1	660-hp. Switching	Mar. 3	American-G.E.
N.Y.C.	16	1,600-hp. "A" unit	Mar. 3	American-G.E.
	8	1,600-hp. "B" unit	Mar. 3	American-G.E.
Reserve Mining Co.	2	800-hp. Switching	Mar. 31	Electro-Motive
S.P.	188	Diesel-electric	Mar. 31	Electro-Motive Baldwin-Lima-Hamilton American-G.E. Fairbanks, Morse
Wabash	4	2-unit 3,000-hp. Frt.	Mar. 31	Electro-Motive
	5	1,500-hp. Gen. Purpose	Mar. 31	Electro-Motive
W.P.	6	1,200-hp. Switching	Mar. 17	Electro-Motive
	9	1,500-hp. Gen. Purpose	Mar. 17	Electro-Motive

Freight Cars

C.M.St.P. & P.	100	Flat	Mar. 3	R.R. Shops
D. & H.	1	246-ton Flat	Mar. 3	R.R. Shops
Equitable Life Assurance Society	600*	70-ton Cov. Hopper	Mar. 17	Pullman-Standard
	500*	50-ton Box	Mar. 17	Pullman-Standard
Ft.D.D.M. & S.	200	50-ton Box	Mar 17	Pullman-Standard
G.M. & O.	200	Pulpwood	Mar. 31	R.R. Shops
G.T.W.	6	Caboose	Mar. 17	Intl. Ry. Car
M.St.P. & S.Ste.M.	300	50-ton Box	Mar. 17	R.R. Shops
	100	50-ton Box	Mar. 17	R.R. Shops
N.C. & St.L.	400	50-ton Hopper	Mar. 17	Pullman-Standard
St.L.-S.F.	500	50-ton Hopper	Mar. 17	Pullman-Standard
Southern	1,750	70-ton Trip. Hopper	Mar. 31	Amer. Car & Fdy.
	1,500	70-ton Gondola	Mar. 31	Pullman-Standard
U.P.	500	70-ton Ore	Mar. 17	R.R. Shops
	600	70-ton Gondola	Mar. 17	R.R. Shops
	500	70-ton Hopper	Mar. 17	R.R. Shops
	500	50-ton Box	Mar. 17	R.R. Shops
	500	Automobile	Mar. 17	R.R. Shops
Wabash	20	Caboose	Mar. 3	R.R. Shops
W.P.	100	70-ton Gondola	Mar. 24	Greenville Steel Car

*To be leased to the New York Central.

Passenger Cars

A.T. & S.F.	2	RDC-1	Mar. 17	Budd
G.T.W.	5	Coach	Mar. 24	Pullman-Standard
L.I.	20	M.-U.	Mar. 24	Pullman-Standard
N.Y.C.	6	RDC-1	Mar. 24	Budd
	1	RDC-3	Mar. 24	Budd
N.Y.N.H. & H.	5	RDC-1	Mar. 24	Budd

CAR SERVICE

I.C.C. Service Order No. 858, which places restrictions on the reconsigning of lumber, has been modified by Amendment No. 8, which set back the expiration date from March 31 until September 30.

I.C.C. Service Order No. 865, which imposes super-demurrage charges running up to $20 per day, has been modified by Amendment No. 23, which suspended for another month (until May 1) the exemption provision applicable to refrigerator cars.

I.C.C. Service Order No. 866, which prescribes operating regulations for movement of freight cars, has been modified by Amendment No. 2, which set back the expiration date for a year —from March 31 until March 31, 1953.

I.C.C. Service Order No. 869, which restricts use of refrigerator cars for commodities other than perishables, has been modified by Amendment No. 5, which set back the expiration date from March 31 until September 30.

I.C.C. Service Order No. 875, which maintains a permit system governing movement of lake-cargo coal, has been modified by Amendment No. 2, which set back the expiration date from April 9 until December 9.

I.C.C. Service Order No. 876, which requires "heavy" loading of lumber

MODERN TIME and COST SAVERS BUILT BY... Standard GRAVITY & POWER CONVEYORS

Standard LITEWATE *Sectional Roller Conveyor*

LIGHT AND EASY TO CARRY

Put it where you need it!

— ideal for loading and unloading trucks and conveying jobs that require moving about — one man can easily pick up and carry a section or curve with little effort. Handles commodities weighing up to 60 lbs. — moves bags, cases, cartons, hollow bottom, narrow, cleated and irregular packages or articles not suited to wheel conveyors. Available in 10 ft. and 5 ft. straight sections and 90° and 45° curves. Write for Bulletin 63 B — address Dept. FQ 000.

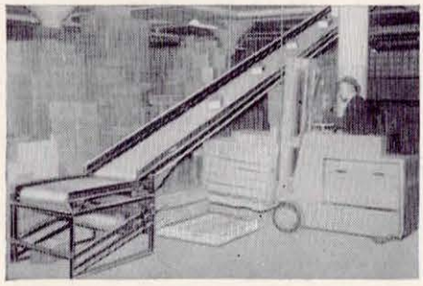
Standard All Purpose Roller Conveyor

— available in a complete line of roller sizes and capacities designed to allow the selection of the best roller for the job, from a 1 inch diameter roller, capacity 35 lbs., to a 3½ inch diameter with a capacity of 550 lbs. Any commodity with one smooth riding surface can be carried — boxes, cases, cartons, lumber, milk cans, brick, building tile. Straight sections and 90° and 45° curves. Write for Bulletin 63 B — address Dept. FQ 000.

Faster Handling in Shipping Rooms with the HANDIBELT

— conveys bags, cartons, boxes horizontally or at any decline and incline angle within its range. Easily wheeled about by one man — easy to adjust and use — fits in crowded aisles, cars, freight elevators. Handles packages up to 135 lbs. Can be placed in series to form a complete conveyor line. Available in 3 sizes: No. 11, No. 16, and No. 21 with 14 and 21 inch belt widths. Write for Bulletin No. 63 B — address Dept. FQ 000.

Lift or Lower . . . Floor to Floor . . . with the INCLINEBELT



— move boxes, cases, cartons, sacks or bundles from basement to first floor, or any floor to floor — continuously. Compact, simple to install — minimum maintenance. Lift or lower 10 to 20 lbs. of live load per ft.; floor elevations of 8 ft. to 14 ft. 6 inches inclusive; belts widths — 8, 12, 14, 18 and 24 inches for commodities of various sizes. A horizontal feed section is generally used to deliver commodities to the Inclinebelt. Write for Bulletin 63 B — address Dept. RA-42.

STANDARD CONVEYOR COMPANY

General Offices: North St. Paul 9, Minnesota

Sales and Service in Principal Cities

Send for Standard Bulletin 63 B describing gravity and power conveyors units — address Dept. RA42.

and lumber products, has been modified by Amendment No. 2, which set back the expiration date from March 31 until August 31. Also set back to the same date are expiration dates of general permits issued under the order.

CONSTRUCTION

Atchison, Topeka & Santa Fe.—The Jervis B. Webb Company has been awarded a contract to furnish and install a floor-type "towveyor," an elevated paper conveyor and 100 pin attachments for platform trucks for use in the new freighthouse at 4th and Illinois streets, China Basin, San Francisco.

Baltimore & Ohio.—Mechanical trimmers that will increase speed of grain loading from 3,000 to 11,000 bushels an hour are being installed at the two grain-loading piers of this road's Locust Point terminal, Baltimore. The trimmers are the property of the stevedoring companies having charge of the grain loading, but the B. & O is providing new electrical facilities essential to their operation.

Canadian Pacific.—Will spend more than $30,500,000 this year for maintenance of track and structures on its Prairie region. Over $9,500,000 will be spent on rail, including about 340 miles of new rail and 365 miles of relaid rail. Slightly more than 1,300,000 ties will be laid at a cost of $2.42 each.

Special projects, not in the maintenance program, include provision of longer passing tracks, new signals, and other aids to moving freight between Calgary, Alta., and Swift Current, Sask., in preparation for using the road's Selkirk-type steam locomotives on the run. The Selkirks will be used in this service after being replaced on Calgary-Revelstoke, B. C., mountain runs by diesel-electric locomotives.

Chicago, Rock Island & Pacific-Atchison, Topeka & Santa Fe.—The I.C.C. has approved a plan for rearranging some jointly owned and operated trackage in Oklahoma City. The plan, sponsored by the chamber of commerce, calls for construction of segments totaling approximately seven miles, and abandonment of existing trackage totaling about 10 miles. Cost of construction will be paid by the chamber, but the roads have agreed to furnish second-hand material for the new lines. This rearrangement is part of the city's plan for removing highway traffic interference in the area, and will permit new development of the city fair grounds (*Railway Age*, November 19, 1951, page 75).

New York Central. — Detailed plans for conversion of this road's Collinwood, Ohio, steam locomotive shop

into a multi-million-dollar diesel general repair facility, have been announced. The changeover is expected to be completed early in 1953. When completed, the facility will be one of the largest such diesel installations in the country. It will handle all heavy repair and overhaul work on the road's diesel fleet with the exception of switching locomotives in the Detroit-Chicago area and diesel power assigned to the N.Y.C.'s Canadian operations.

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Illinois Central. — *Relief from Competitive Bidding Requirements.*— This road has applied to the I.C.C. for authority to negotiate for private sale of $25,000,000 of series D consolidated mortgage bonds. The road said the bond market at this time is weak and uncertain, and it could not sell the bonds advantageously at competitive bidding. Proceeds from sale of these bonds would assure the I.C. of being able to pay off seven other bond issues maturing in 1952-53 and 1955. These latter bonds total $26,684,500.

The new issue, the I.C. said, is necessary if the road is to make needed improvements during the next three years. The bonds would be dated June 1, 1952, and would mature June 1, 1982. The road did not file its application for authority actually to issue the new bonds.

Mississippi Valley Barge Line-Central Barge Line. — *Merger.* — These two barge lines have filed an application with the I. C. C., seeking authority to merge into one company the operating rights and properties now held by each. The new firm would be the Mississippi Valley Barge Line Company. The present "Valley" line holds operating authority over approximately 2,366 miles of inland waterways, principally the Mississippi and Ohio rivers. Central has operating rights over 4,226 miles, some but not all of which is coextensive with Valley.

The merger plan provides that Valley would acquire all assets of Central. Stockholders of Central would receive Valley stock in the ratio of 2.875 shares of Valley common for each share of Central. Holders of Central's cumulative participating stock would receive Valley stock debentures on the basis of $20 in debentures for each share of participating.

Merger of these properties would create under single ownership a barge line with operating authority from Pittsburgh, Pa., and Deep Water, W. Va., in the east, to New Orleans. The line would have authority to operate on the Cumberland and Tennessee rivers, on the Illinois Waterway to Chicago, and on the upper Mississippi to Minneapolis-St. Paul. The barge lines told the I. C. C. in the application that the merger would increase "fluidity of exchange of equipment," and set up a more "rounded out" operation.

Dividends Declared

ATCHISON, TOPEKA & SANTA FE.—$1, quarterly, payable June 2 to holders of record April 25.
ATLANTIC COAST LINE.—5% preferred, $2.50, semiannual, payable May 10 to holders of record April 24.
CAROLINA, CLINCHFIELD & OHIO. — $1.25, quarterly, payable April 21 to holders of record April 10.
ILLINOIS TERMINAL.—20¢ quarterly, payable May 1 to holders of record April 10.
NORFOLK & WESTERN.—4% adjustable preferred, 25¢, quarterly, payable May 9 to holders of record April 17.
READING.—50¢, quarterly, payable May 8 to holders of record April 10.
WHEELING & LAKE ERIE.—common, $1.43¾, quarterly; 4% prior lien, $1, quarterly; both payable May 1 to holders of record April 18.

Security Price Averages

	Apr. 1	Prev. Week	Last Year
Average price of 20 representative railway stocks	60.40	58.57	53.83
Average price of 20 representative railway bonds	93.21	93.22	96.00

RAILWAY OFFICERS

EXECUTIVE

As reported in *Railway Age* March 3, **Richard W. Wirt** has retired as assistant vice-president in charge of industrial and agricultural development

Richard W. Wirt

of the SOUTHERN system at Washington, D. C. Mr. Wirt was born at Alexandria, Va., on February 2, 1882, and attended Georgetown University. Entering the service of the Southern in August 1897 as a clerk at Washington, he later held positions as chief clerk to the assistant to president, general traveling freight agent, chief clerk to freight traffic manager and as a conveyancer. Subsequently he became freight traffic representa-

Railway Service in 1942, leaving it in 1945 as a colonel. He became commanding officer of the First Military Railway Service Reserve, and superintendent of transportation of the Santa Fe.

William F. Clemens has been appointed freight trainmaster of the LONG ISLAND, succeeding **Myron Mausteller,** who has been appointed freight trainmaster on the Philadelphia Terminal division of the PENNSYLVANIA.

Sidney N. Phelps has been appointed manager of the dining car department of the PENNSYLVANIA at Sunnyside yard, Long Island City, N. Y., succeeding **Homes Bannard,** who has been named freight traffic manager at Detroit. Mr. Phelps has been food manager since January 1, 1949, in charge of procurement, preparation and service of food on trains, coach lunch service and related commissary activities.

C. H. Negus has been appointed assistant superintendent of stations for the ST. LOUIS-SAN FRANCISCO at Springfield, Mo.

As reported in *Railway Age* March 24, **W. G. Pfohl** has been appointed superintendent of the Conemaugh division of the PENNSYLVANIA at Pittsburgh. Mr. Pfohl was born at Princeton, Ind., and was graduated from Purdue University in 1928, entering P.R.R. service the following year as an assistant on the engineering corps at Pitts-

W. G. Pfohl

burgh. After service as a supervisor and assistant division engineer, he was promoted to division engineer of the Maryland division in 1946. He became assistant superintendent of freight transportation of the Central region at Pittsburgh in 1948 and assistant superintendent of the Eastern division at Toledo in 1950, advancing to superintendent of freight transportation of the Eastern region in June 1951.

A. T. Peagan, whose appointment as superintendent of the Dakota division of the CHICAGO & NORTH WESTERN was reported in *Railway Age* March 3, began his railway career with the North Western in 1930 as a machine operator. He served in various positions in the engineering department, working successively as assistant section foreman, section foreman, steel

A. T. Peagan

gang foreman, and engineering rodman. In 1939 he became assistant roadmaster, and later assistant engineer. He was appointed assistant trainmaster in 1942, and served at several points before being appointed assistant superintendent of the Lake Shore division in

FOR FAST SERVICE
PEORIA-GATEWAY
PEORIA & PEKIN UNION RY.

SERVICE BETWEEN

Chicago & Illinois Midland Ry.
Chicago & North Western Ry.
Gulf, Mobile & Ohio RR.
Illinois Central Railroad
New York, Chicago & St. Louis RR.
New York Central System
Pennsylvania Railroad
Atchison Topeka & Santa Fe Ry.
Chicago, Burlington & Quincy RR.
Chicago, Rock Island and Pacific Ry.
Illinois Terminal Railroad
Inland Waterways Corp.
Minneapolis & St. Louis Ry.
Peoria Terminal RR.
Toledo, Peoria & Western RR.

Contributing to Perfect Shipping this month and every month, the P & P U Ry. co-operates fully with its 14 connecting lines to speed shipments safely through the Peoria Gateway to and from all principal industrial and marketing areas in the U. S.

Over 71 years' experience in interchange service . . . modern Diesel locomotives . . . modern railroading facilities.

PEORIA & PEKIN UNION RAILWAY CO.
E. F. Stock, General Traffic Manager
Union Station, Peoria 2, Illinois

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The new issue, the I.C. said, is necessary if the road is to make needed improvements during the next three years. The bonds would be dated June 1, 1952, and would mature June 1, 1982. The road did not file its application for authority actually to issue the new bonds.

Mississippi Valley Barge Line-Central Barge Line. — *Merger.* — These two barge lines have filed an application with the I. C. C., seeking authority to merge into one company the operating rights and properties now held by each. The new firm would be the Mississippi Valley Barge Line Company. The present "Valley" line holds operating authority over approximately 2,366 miles of inland waterways, principally the Mississippi and Ohio rivers. Central has operating rights over 4,226 miles, some but not all of which is coextensive with Valley.

The merger plan provides that Valley would acquire all assets of Central. Stockholders of Central would receive Valley stock in the ratio of 2.875 shares of Valley common for each share of Central. Holders of Central's cumulative participating stock would receive Valley stock debentures on the basis of $20 in debentures for each share of participating.

Merger of these properties would create under single ownership a barge line with operating authority from Pittsburgh, Pa., and Deep Water, W. Va., in the east, to New Orleans. The line would have authority to operate on the Cumberland and Tennessee rivers, on the Illinois Waterway to Chicago, and on the upper Mississippi to Minneapolis-St. Paul. The barge lines told the I. C. C. in the application that the merger would increase "fluidity of exchange of equipment," and set up a more "rounded out" operation.

Dividends Declared

ATCHISON, TOPEKA & SANTA FE.—$1, quarterly, payable June 2 to holders of record April 25.
ATLANTIC COAST LINE.—5% preferred, $2.50, semiannual, payable May 10 to holders of record April 24.
CAROLINA, CLINCHFIELD & OHIO.—$1.25, quarterly, payable April 21 to holders of record April 10.
ILLINOIS TERMINAL.—20¢ quarterly, payable May 1 to holders of record April 10.
NORFOLK & WESTERN.—4% adjustable preferred, 25¢, quarterly, payable May 9 to holders of record April 17.
READING.—50¢, quarterly, payable May 8 to holders of record April 10.
WHEELING & LAKE ERIE.—common, $1.43¾, quarterly; 4% prior lien, $1, quarterly; both payable May 1 to holders of record April 18.

Security Price Averages

	Apr. 1	Prev. Week	Last Year
Average price of 20 representative railway stocks	60.40	58.57	53.83
Average price of 20 representative railway bonds	93.21	93.22	96.00

RAILWAY OFFICERS

EXECUTIVE

As reported in *Railway Age* March 3, **Richard W. Wirt** has retired as assistant vice-president in charge of industrial and agricultural development

Richard W. Wirt

of the SOUTHERN system at Washington, D. C. Mr. Wirt was born at Alexandria, Va., on February 2, 1882, and attended Georgetown University. Entering the service of the Southern in August 1897 as a clerk at Washington, he later held positions as chief clerk to the assistant to president, general traveling freight agent, chief clerk to freight traffic manager and as a conveyancer. Subsequently he became freight traffic representa-

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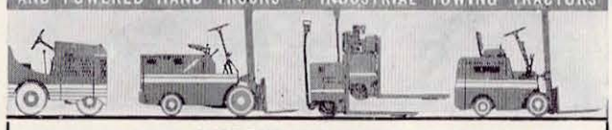

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tive at New York, district freight agent at Philadelphia, division freight agent at Charlotte, N. C., and assistant freight traffic manager at Jacksonville, Fla. In 1937 Mr. Wirt was promoted to assistant vice-president at Washington.

Bernard S. Sines, president of the SOUTHERN PACIFIC OF MEXICO, which was recently sold to the Mexican government, has been named vice-president of the TEXAS & NEW ORLEANS at Houston, Tex.

Philip N. Myers, president of the MCCLOUD RIVER, in Northern California, has been named to succeed **Jeoffrey L. Robinson,** retiring president and director of the TRONA RAILWAY, a subsidiary of the American Potash & Chemical Corp. Mr. Robinson concludes a 40-year railroading career, 22 years of which were spent with the Trona.

FINANCIAL, LEGAL & ACCOUNTING

As reported in *Railway Age* February 11, page 84, **William F. Hanlon** has been appointed general solicitor of the CENTRAL OF NEW JERSEY at New York. Born at Jersey City on September 22, 1901, Mr. Hanlon attended

William F. Hanlon

New York Law School and entered the service of the C.N.J. on July 11, 1927, as attorney. He was appointed assistant general solicitor on October 1, 1943, and became general attorney on April 16, 1949.

E. S. Banks has been appointed auditor, GULF COAST LINES (MISSOURI PACIFIC) at Houston, Tex., succeeding **L. M. Edrington,** who has retired. **Douglas Brown** has been appointed assistant auditor at the same point, succeeding Mr. Banks.

Carl F. Bratton, traveling auditor for the LOUISVILLE & NASHVILLE at Louisville, Ky., has been appointed to the newly created position of general accountant in the comptroller's office.

Theodore K. Warner, Jr., general attorney of the PENNSYLVANIA at Philadelphia, has been promoted to chief tax counsel. Mr. Warner, a native Philadelphian, entered the legal department of the P.R.R. as a law clerk after graduation from the University of

Theodore K. Warner, Jr.

Pennsylvania Law School in 1934. The next year he was advanced to assistant solicitor, and subsequently promoted to assistant general solicitor, assistant general counsel, and, in 1949, to general attorney. Throughout his career Mr. Warner's duties have been chiefly concerned with tax matters.

OPERATING

The duties of **C. A. Naffziger,** superintendent of stations and claim prevention and freight claim agent for the MISSOURI PACIFIC, have been divided. **Harold H. Wills,** assistant superintendent of stations and claim prevention, has been appointed superintendent of stations and claim prevention, while

F. L. Houx, who has been appointed superintendent of the enlarged Iowa division of the Chicago & North Western (*Railway Age*, March 3, page 94). With headquarters at Boone, Iowa, the new division is a consolidation of the former Northern Iowa and Iowa divisions. Mr. Houx has been superintendent of freight terminals at Chicago.

George A. Stover, first assistant freight claim agent, has been promoted to freight claim agent. (Mr. Naffziger has been appointed director of Freight Loss and Damage Section of the Association of American Railroads, as reported by *Railway Age* on March 31.) **E. H. Gerber** succeeds Mr. Stover, and **Harry J. Pfiffner, Sr.,** succeeds Mr. Gerber as second assistant freight claim agent.

William A. Chambers, supervisor of explosives and clearances for the PENNSYLVANIA at Chicago, has retired after 42 years of service.

Harold A. Hobson, assistant to general manager of the PENNSYLVANIA at Chicago, has retired after 45 years of service.

As reported in *Railway Age* March 3, page 94, **Lloyd B. Coursey** has been appointed superintendent of terminals of the SOUTHERN SYSTEM at Atlanta, Ga. Mr. Coursey was born on January 25, 1906, in Fulton county, Ga., and entered the service of the Southern in July 1928 as a switchman

Lloyd B. Coursey

at Atlanta, serving later as a yard conductor. In August 1945 he was named assistant yardmaster and in February 1947 was promoted to terminal trainmaster. On June 1, 1951, he became assistant superintendent terminals at Atlanta, in which capacity he served until his recent promotion.

Charles A. Keller, assistant manager of the dining car and hotel department of the UNION PACIFIC at Omaha, has been transferred to Ogden, Utah, in the same capacity. He succeeds **Miles M. Lesher,** general superintendent of the department, who has retired after 42 years of service.

Philip F. McElroy has been appointed superintendent, freight loss and damage prevention, of the NEW YORK, NEW HAVEN & HARTFORD at New Haven, succeeding **A. P. Kivlin,** who has resigned to accept a position with the ASSOCIATION OF AMERICAN RAILROADS.

L. G. Bean has been appointed superintendent of the newly created Chicago passenger terminal division of the CHICAGO & NORTH WESTERN, as *Railway Age* announced March 3. Mr. Bean first came to the North Western in 1919 as a brakeman. While working for the railroad on a night assignment, he completed his college education at the University of Chicago, obtaining a

L. G. Bean

degree in business administration. He later served as safety supervisor, becoming trainmaster at Kedzie avenue in 1946. In 1948, he was appointed assistant superintendent of the Wisconsin division at Milwaukee, and in 1951 became assistant superintendent at Chicago. It was from this position that he was most recently promoted.

Ernest E. Foulks, superintendent of transportation for the ATCHISON, TOPEKA & SANTA FE, has been appointed general superintendent of transportation for the CHICAGO, ROCK ISLAND & PACIFIC, at Chicago, succeeding **Oscar W. Limestall,** who has been promoted

Ernest E. Foulks

to assistant general manager. Mr. Foulks has been with the Santa Fe since 1920, seeing service as a clerk, telegraph operator, chief dispatcher and trainmaster, before becoming a division superintendent. He joined the Military

Railway Service in 1942, leaving it in 1945 as a colonel. He became commanding officer of the First Military Railway Service Reserve, and superintendent of transportation of the Santa Fe.

William F. Clemens has been appointed freight trainmaster of the LONG ISLAND, succeeding **Myron Mausteller,** who has been appointed freight trainmaster on the Philadelphia Terminal division of the PENNSYLVANIA.

Sidney N. Phelps has been appointed manager of the dining car department of the PENNSYLVANIA at Sunnyside yard, Long Island City, N. Y., succeeding **Homes Bannard,** who has been named freight traffic manager at Detroit. Mr. Phelps has been food manager since January 1, 1949, in charge of procurement, preparation and service of food on trains, coach lunch service and related commissary activities.

C. H. Negus has been appointed assistant superintendent of stations for the ST. LOUIS-SAN FRANCISCO at Springfield, Mo.

As reported in *Railway Age* March 24, **W. G. Pfohl** has been appointed superintendent of the Conemaugh division of the PENNSYLVANIA at Pittsburgh. Mr. Pfohl was born at Princeton, Ind., and was graduated from Purdue University in 1928, entering P.R.R. service the following year as an assistant on the engineering corps at Pitts-

W. G. Pfohl

burgh. After service as a supervisor and assistant division engineer, he was promoted to division engineer of the Maryland division in 1946. He became assistant superintendent of freight transportation of the Central region at Pittsburgh in 1948 and assistant superintendent of the Eastern division at Toledo in 1950, advancing to superintendent of freight transportation of the Eastern region in June 1951.

A. T. Peagan, whose appointment as superintendent of the Dakota division of the CHICAGO & NORTH WESTERN was reported in *Railway Age* March 3, began his railway career with the North Western in 1930 as a machine operator. He served in various positions in the engineering department, working successively as assistant section foreman, section foreman, steel

A. T. Peagan

gang foreman, and engineering rodman. In 1939 he became assistant roadmaster, and later assistant engineer. He was appointed assistant trainmaster in 1942, and served at several points before being appointed assistant superintendent of the Lake Shore division in

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1947. Mr. Reagan received his recent promotion while serving in that capacity.

As reported in *Railway Age* March 24, **Kenneth John Silvey** has been appointed superintendent of freight transportation of the Eastern region of the PENNSYLVANIA at Philadelphia. Mr. Silvey was born at Castleton, Ind., on December 27, 1908, and was graduated from Purdue University (B.S. in C.E., 1930). He entered the service of the Pennsylvania on June 16, 1930, as assistant on the engineering corps, and advanced through the maintenance of way department, serving as assistant supervisor of track, supervisor of track and division engineer on the Monongahela, St. Louis, Columbus and New York divisions. On June 1, 1951, he was appointed assistant superintendent of the Eastern division at Toledo.

TRAFFIC

Marc F. Sanderson has been appointed assistant freight traffic manager of the SOUTHERN at Memphis. **Rudolph O. Lawhon** has been appointed general agricultural and livestock agent at Atlanta, Ga. **Nicholas Moore,** general livestock agent there, has retired after more than 50 years of service.

Russell F. Berndt, assistant general passenger agent for the MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE, has been appointed general passenger agent, succeeding **A. T. Erickson,** whose retirement was reported in *Railway Age* March 31. **Paul H. Sullivan,**

Russell F. Berndt

supervisor of passenger tariffs, has been appointed assistant general passenger agent. Mr. Berndt began his career with the Soo Line as a clerk in 1920. He was promoted to chief clerk to general traffic manager in 1939; to assistant to general traffic manager in 1945, and to assistant general passenger agent in 1950.

Julius J. Alms, general passenger agent for the CHICAGO, BURLINGTON & QUINCY at Omaha, has been appointed general passenger traffic manager at Chicago, succeeding **Albert Cotsworth, Jr.,** passenger traffic manager, who has retired. **Burt L. Gartside,** general passenger agent at Chicago, has been appointed passenger traffic manager. **Wilbur F. Burke,** assistant general passenger agent, has been appointed general passenger agent at Omaha, and **Cecil G. Kersey,** office manager at Chicago, has been

Julius J. Alms

named assistant general passenger agent.

Mr. Alms started working for the Burlington as an office boy in 1921, and held various clerical positions until he became chief clerk in 1938. He was promoted to assistant general passenger agent at Chicago in 1942 and the following year was appointed general passenger agent at Omaha.

Mr. Cotsworth's first job with the Burlington was in 1900 as office boy in the passenger traffic department. He rose through the ranks to become as-

Albert Cotsworth, Jr.

sistant general passenger agent at Chicago in 1920. In 1923 he was promoted to general passenger agent at Omaha, being transferred to Chicago three years later. In 1927 he was appointed passenger traffic manager and in 1939 his duties were extended to include the Colorado & Southern and the Fort Worth & Denver, subsidiaries of the Burlington. In 1948 he served as president of the American Association of Passenger Traffic Officers.

Burt L. Gartside

Mr. Gartside has been with the Burlington since 1914, when he started as a clerk in the advertising department. He served in World War I, and returned to the railroad, being appointed city passenger agent at Chicago in 1927. In 1935 he was promoted to general agent—passenger department at Kansas City. He was named general agent at Detroit in 1937 and returned to Chicago the next year as assistant general passenger agent. In 1939 he was promoted to general passenger agent.

Mr. Burke started with the Burlington in 1926 as a clerk in the auditor of expenditures' office. He became assistant chief clerk in the tour department in 1937, and subsequently held several clerical positions until 1948, when he was appointed assistant general passenger agent.

Laurant L. Drumheiser, traveling passenger agent of the BALTIMORE & OHIO at Baltimore, has been appointed division passenger agent at Philadelphia, to succeed **W. Preston Cox,** who has been transferred to Baltimore, replacing the late **J. Richard Hayes,** whose obituary appeared in *Railway Age* February 25.

J. Louis Sturtz has been appointed general agent, freight traffic department, of the NEW YORK CENTRAL at Dallas, Tex., succeeding **Arthur C. Bridge,** who has retired.

Fred B. Wright, coal freight agent of the NORFOLK & WESTERN, has been appointed general coal freight agent, with headquarters as before at Roanoke, Va., succeeding the late **Fred E. William. Walter A. Light,** chief clerk to the general coal traffic manager, succeeds Mr. Wright as coal freight agent.

David C. Griffiths, district freight agent for the BALTIMORE & OHIO at Chicago, has been appointed foreign

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freight agent at the same point, succeeding **A. O. Robinson,** promoted. **E. N. Stevenson,** district freight agent at Decatur, Ill., has been transferred to Chicago. **W. H. Spink,** freight representative at Chicago, succeeds Mr. Stevenson at Decatur.

Herbert M. Phillips, freight traffic manager of the PENNSYLVANIA at Detroit, has been appointed freight traffic manager of the road's Western region at Chicago, succeeding **William R. Cox,** who has retired. **Homes Bannard,** manager of dining car service,

Herbert M. Phillips

goes from New York to succeed Mr. Phillips at Detroit.

Mr. Phillips started with the Pennsylvania in 1922 in the division freight office at New York City. He held several clerical positions before being appointed division freight agent at Altoona, Pa., in 1929. He went to the

William R. Cox

Long Island (P.R.R. subsidiary) in 1939 as assistant general freight agent, and in the following year was advanced to general freight agent, leaving in 1942 for military service. He returned to the Pennsylvania in 1946 as general freight agent at Chicago and has been freight traffic manager at Detroit since 1948.

Mr. Cox joined the P.R.R. as a clerk in 1903, and after several advancements was promoted to chief clerk to assistant freight traffic manager in 1916. Subsequently, he served as division freight agent, assistant general freight agent, coal and ore agent, and coal traffic manager. In 1928 he was ap-

Homes Bannard

pointed freight traffic manager at Pittsburgh, going to Chicago as traffic manager in 1931. He became freight traffic manager for the Western region at Chicago in 1932.

A graduate of Princeton University, Mr. Bannard started his career with the Pennsylvania as a clerk in 1929. He served as passenger representative

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Traffic Manager, Richmond, Va.

at Boston, New Haven, Conn., and Philadelphia before being appointed district passenger agent at Philadelphia in 1935. He later served, successively, as New England passenger agent and division passenger agent; joined the Long Island in 1939 as assistant general passenger agent, and returned to the P.R.R. in 1940 in the same capacity. He was promoted to general passenger agent at Washington, D. C., in 1943 and was transferred to New York in 1946. Since 1948 he has been manager of dining car service for the entire system.

John L. Sloan, chief rate clerk of the ATCHISON, TOPEKA & SANTA FE, has been appointed assistant general passenger agent, with headquarters remaining at Chicago.

E. H. Gruetzman, commercial agent for the GREAT NORTHERN at St. Paul, has been appointed general agent, freight traffic department, at the same point. He succeeds **T. G. Conley,** who has retired.

Leo J. Slack, general agent of the ERIE at Columbus, Ohio, has been promoted to industrial commissioner at Cleveland.

H. P. Trieger has been appointed general agent of the ANN ARBOR at Pittsburgh, Pa.

C. E. Walbrun has been appointed general agent for the ANN ARBOR at Cincinnati.

MECHANICAL

As *Railway Age* announced on March 3, **Harold E. Niksch** has been appointed superintendent of motive power and equipment for the ELGIN, JOLIET & EASTERN. After graduation from the Armour Institute of Tech-

Harold E. Niksch

nology with a degree in mechanical engineering, Mr. Niksch joined the Chicago, Milwaukee, St. Paul & Pacific in 1924 as a special apprentice. He later held several engineering positions, and was appointed master mechanic in 1943. He joined the E. J. & E. in 1947 in the same capacity, and served in that capacity until his recent promotion.

R. W. Rogers, chief mechanical officer of the SEABOARD AIR LINE at Norfolk, Va., is serving temporarily as director of the Railroad Division of the National Production Authority. He will be in Washington until early next fall. While Mr. Rogers is serving in Washington, his place will be filled by **H. S. Mercer,** assistant chief mechanical officer of the S.A.L.

G. M. Schmidbauer has been appointed superintendent of shop, West-Albany car shop, NEW YORK CENTRAL, succeeding **C. H. Mendler,** retired.

ENGINEERING AND SIGNALING

Lawrence T. Ferguson, whose appointment as engineer of track for the UNION PACIFIC was announced by *Railway Age* March 10, page 88, joined

Lawrence T. Ferguson

the U.P. in 1923 in its maintenance of way department. In 1933 he was promoted to roadmaster at Kearney, Neb., becoming general roadmaster of the Nebraska division in 1941.

A. W. B. Fish, roadmaster for the CANADIAN PACIFIC, has been appointed division engineer at Lethbridge, Alta., succeeding **J. M. Campbell,** retired.

John S. McCauley has been appointed division engineer, San Joaquin division, of the SOUTHERN PACIFIC, at Bakersfield, Cal., succeeding **E. E. Earl,** assigned to other duties.

H. A. Connor, locating engineer for the CANADIAN NATIONAL, has been appointed division engineer of the Portage-Brandon division in Manitoba.

B. R. Meyers, assistant chief engineer of the CHICAGO & NORTH WESTERN, has been appointed chief engineer, succeeding **E. C. Vandenburgh,** retired. **L. R. Lamport,** engineer of maintenance, has been named chief engineer of maintenance. **P. V. Thelander,** assistant engineer of maintenance, succeeds Mr. Meyers. **W. H. Huffman,** Wisconsin division engineer, has been appointed assistant to chief engineer, succeeding **H. W. Jensen,** who has been appointed assistant engineer of maintenance. **J. L. Perrier,** principal assistant engineer, has been named Wisconsin division engineer.

Alex Manson, assistant division engineer for the LOUISVILLE & NASHVILLE, has been appointed division engineer at Nashville, Tenn.

Foster H. Simpson, engineer maintenance of way for the NEW YORK CENTRAL at Chicago, has been appointed chief engineer of Lines West of Buffalo, N. Y., including the INDIANA HARBOR BELT and the CHICAGO RIVER & INDIANA. **F. A. Hess,** assistant to vice-president, has been named assistant chief engineer with jurisdiction over the same area. **J. F. McCook,** division engineer at Chicago, has been appointed assistant to vice-president at the same point. **G. W. Deblin,** assistant division engineer, has been appointed division engineer at Chicago.

SPECIAL

Robert A. J. Morrison, assistant general manager of the READING at Reading, Pa., has been appointed director of personnel at Philadelphia, succeeding **H. E. Greer, Jr.,** chief of personnel, resigned. The positions of assistant general manager and chief of personnel have been abolished. Mr. Morrison was born at Cincinnati on December 12, 1898, and was graduated from Yale in 1920. During World War I he was a lieutenant in field artillery. He entered the service of the Baltimore & Ohio on July 1, 1921, in the

Robert A. J. Morrison

division engineer's office at Dayton, Ohio, and from 1926 to 1941 was a trainmaster at Garrett, Ind., Newark, Ohio, and Massillon, and Pittsburgh, Pa., successively. From January to October 1941 Mr. Morrison served as assistant superintendent at Pittsburgh, becoming superintendent at Wheeling.

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J. F. DALTON, *Director of Industrial and Agricultural Development*

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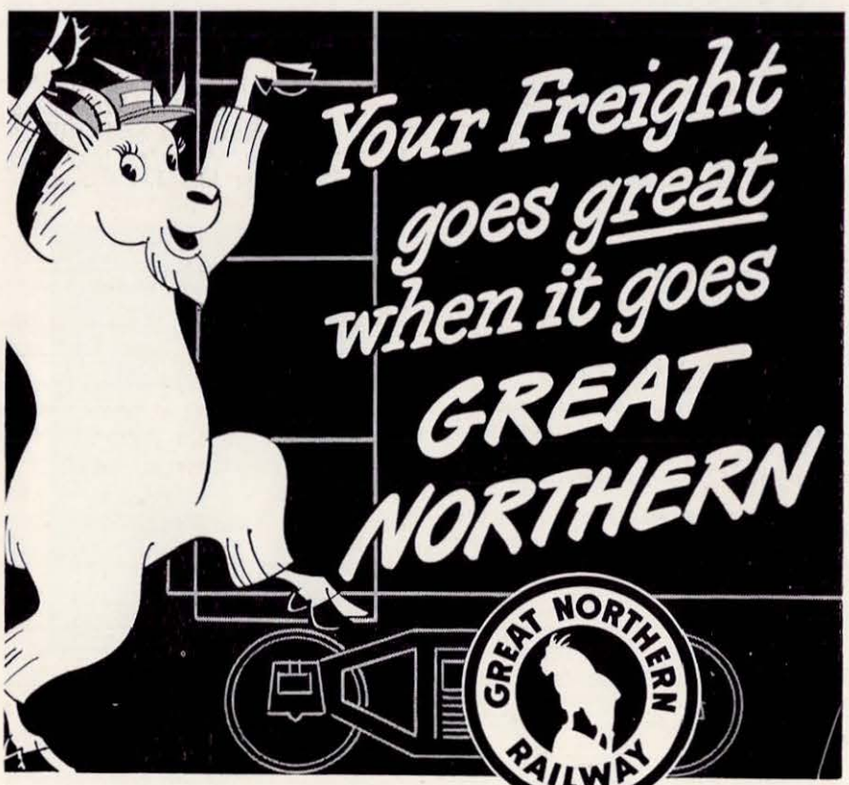

GEORGE F. HARDY, *General Freight Traffic Manager*
Great Northern Railway, St. Paul 1, Minnesota

W. Va., in the latter month. On June 1, 1944, he was transferred to the Monongahela division and on June 1, 1948, to the Cumberland division. In October 1950 he went with the Reading as assistant general manager at Reading.

OBITUARY

Peter Kass, retired superintendent car department for the CHICAGO, ROCK & PACIFIC, died at his home in Chicago March 23.

C. W. Moffett, who served as vice-president of the LOUISIANA MIDLAND since its establishment in December 1945, died at his home in Baton Rouge, La., on March 15, after a prolonged illness.

N. L. Dunning, superintendent of the Nashville terminals of the LOUISVILLE & NASHVILLE and the NASHVILLE, CHATTANOOGA & ST. LOUIS, whose death was reported in *Railway Age* March 31, page 66, entered railroad service as an engine crew caller for the L.&N. in 1913. He served as machinist, safety agent and inspector of safety, and was appointed assistant trainmaster in 1941. He became trainmaster in 1945, going to the Nashville terminals in the same capacity in 1947. In February 1948 he was appointed assistant superintendent, and in April of the same year was named superintendent.

Clayton Edward Hildum, 80, who retired in 1939 as executive vice-president of the LEHIGH VALLEY at New York, died on March 27 at his home in Plainfield, N. J., after a brief illness.

Charles A. Fink, general manager, Southern district, of the MISSOURI PACIFIC at Little Rock, Ark., died in St. Louis on March 22. Mr. Fink entered M.P. service in 1913 as telegraph operator in St. Louis, and subsequently saw service at many different locations on the railroad. Spending his entire career in the operating department, he rose to the position of general manager in April 1949.

Charles A. Fink

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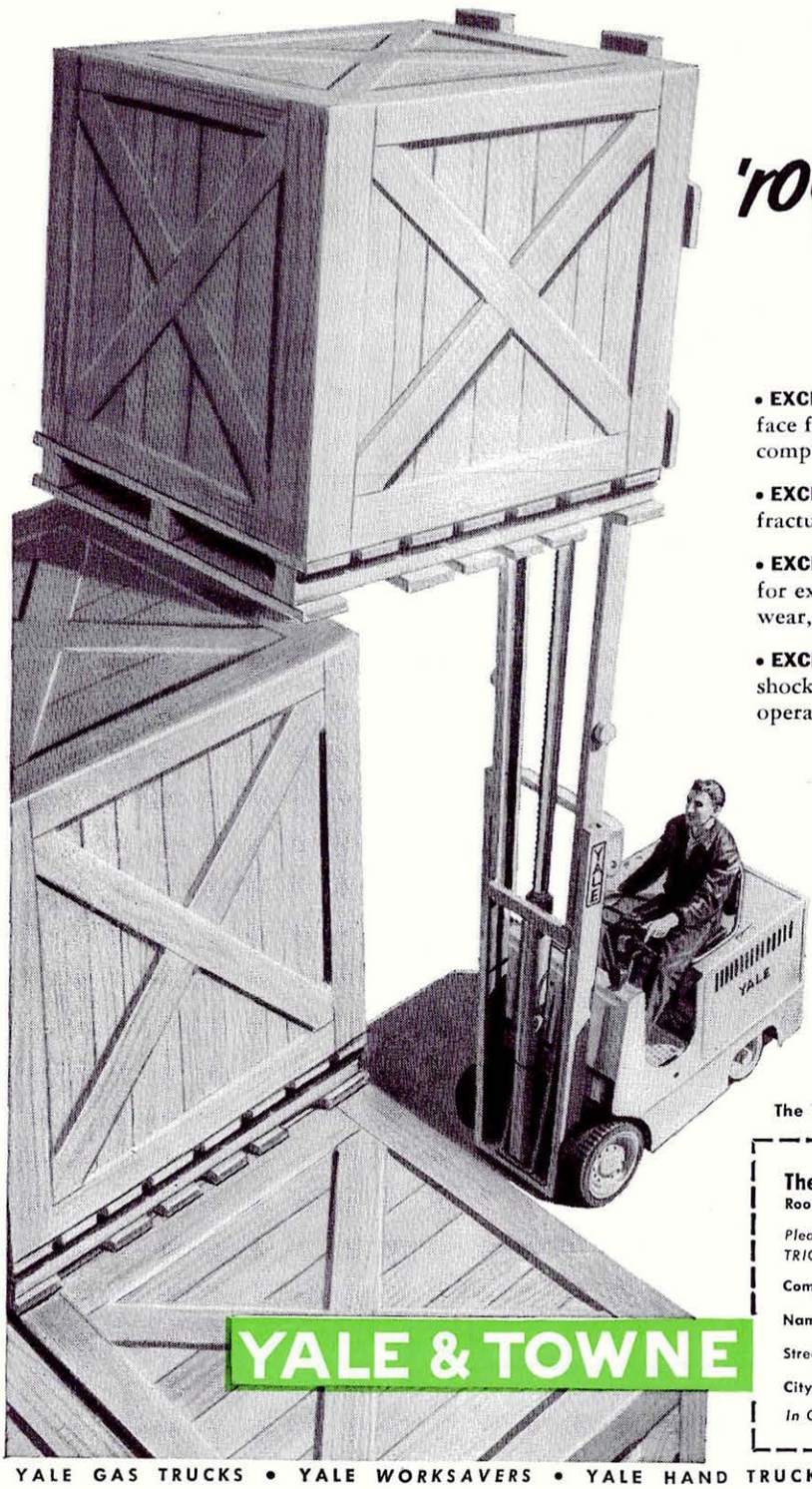

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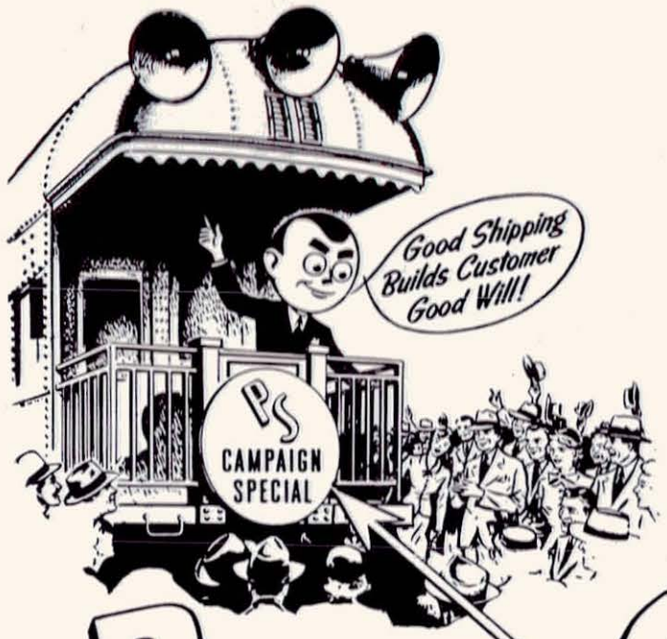

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Not exactly perfect.... but we're in there shootin' for the Bull's Eye 24 hours every day on Kansas City Southern Lines!

How're we doin? Well.... in the past four years our claim ratio has been less than 1% per $100 of gross freight revenue — 39% under the national average!

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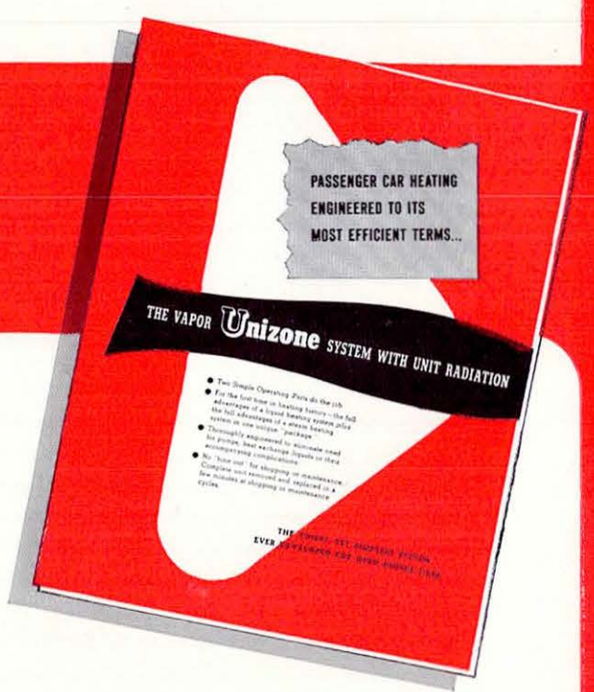

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If you haven't received your copy of this interesting and informative new brochure, write VAPOR HEATING CORPORATION, RAILWAY EXCHANGE BLDG., CHICAGO 4, ILLINOIS

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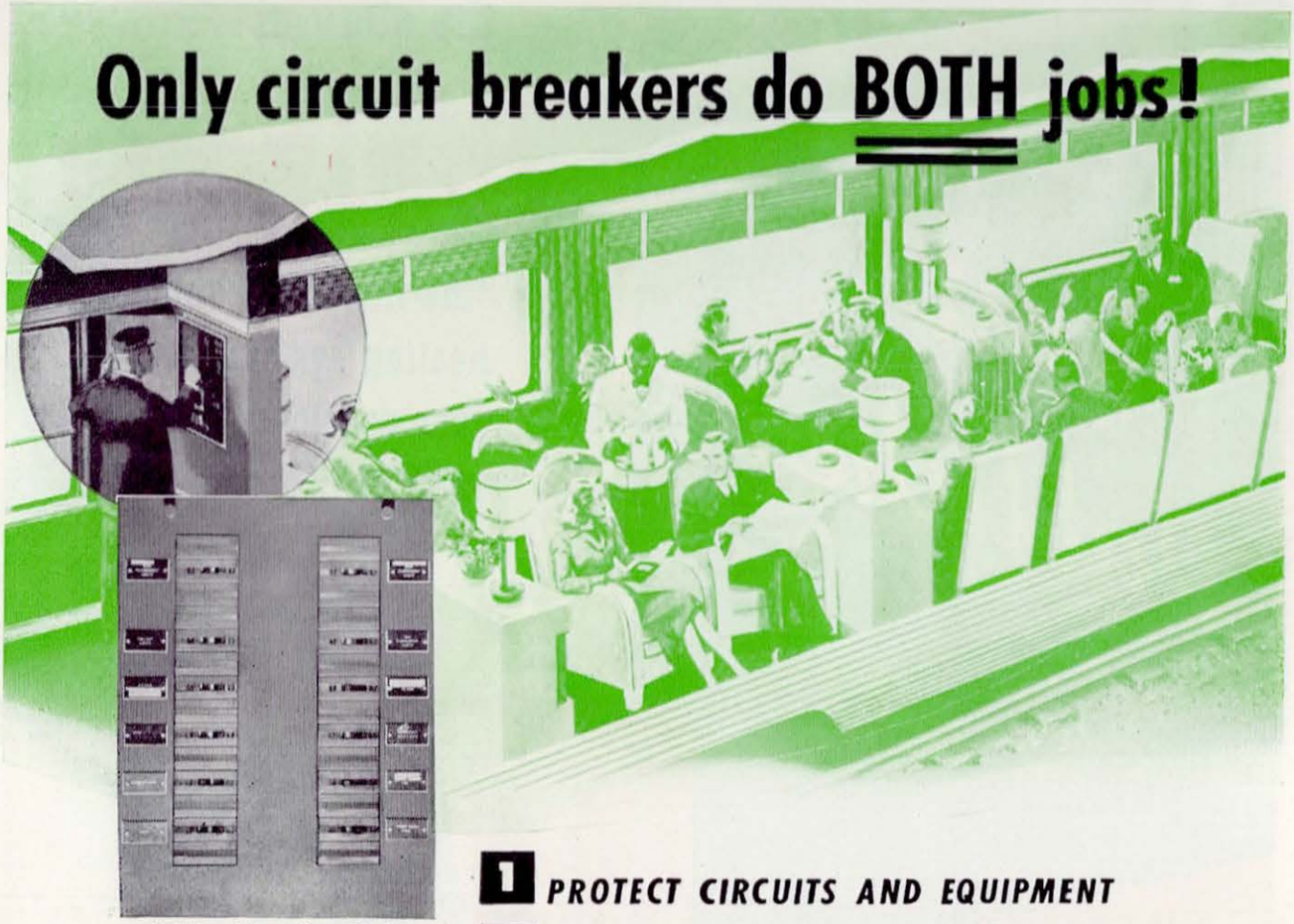
Only circuit breakers do BOTH jobs!



A Railway Electric Control Locker equipped with Westinghouse Circuit Breakers.

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Electrical living on modern trains has sharpened the need for the most modern obtainable circuit control and protection. Complete air conditioning systems, kitchen equipment, journal alarm systems, electropneumatically operated doors, individual roomette lighting, heating and utility outlet systems and other equipment are rapidly expanding railway power requirements.

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For assistance on specification of circuit protection equipment, contact your nearest Westinghouse representative, or write for B-4062, Westinghouse Electric Corporation, Box 868, Pittsburgh 30, Penna. J-30051

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AB CIRCUIT BREAKERS

THE COMPLETE LINE

JUTTING ABRUPTLY from the rear of a Northern Pacific work train near Big Timber, Montana, this 38-ton length of rail is about to be lowered into place on the ties. As a crane holds the rail, the train pulls out from under its load.

No clickety-clack on this railroad track!

WHAT YOU SEE is a continuous, jointless ribbon of rail so long that 54 gondola cars are required to carry it. By field welding *two* of these rails together, Northern Pacific gets three-quarters of a mile of track—with nary a click nor a clack in all its length!

The first stretch of this new "silent" track has just been laid—another example of NP leadership in applying technology to railroading.

All up and down "Main Street of the Northwest", important improvements like this keep happening. In the past 10 years alone, Northern Pacific has invested $183 million in new roadbed and track, new power and rolling stock, new terminal facilities and service . . . with more streamlining to come.

Yet, behind all this activity is one simple idea. NP is constantly improving its system to keep pace with the amazing growth of the great area it serves.

In late years a kind of economic transformation has come about in the Northwest. Hundreds of new industries, drawn by new hydroelectric power, have started up. Vast expanses of farm land, made fruitful by irrigation, have started producing for your dinner table.

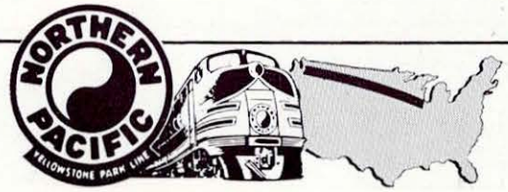
More changes are on the way, all along "Main Street". And from the Midwest to Pacific Northwest, NP is ready for them.

One day soon you may discover what all this means to you. With its strictly modern, ever-improving facilities, Northern Pacific is the right road for YOU to take, when traveling, shipping or settling in the Northwest!

NORTHERN PACIFIC RAILWAY

Route of the streamlined North Coast Limited

St. Paul 1, Minnesota



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Main Street of the Northwest

Add modern beauty to car interiors

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LUGGAGE RACKS

Because ADLAKE luggage racks combine attractive appearance with durable construction they are ideal for use in new or reconstructed cars. That's why the Texas & Pacific chose them when developing their reconstruction program.

These ADLAKE racks have ample strength to hold modern luggage without sagging or bending, yet their design adds to the decorative appearance of the car interior. This means economy of maintenance combined with eye appeal . . . the result of 95 years of experience in the transportation industry.

For complete information on luggage racks write The Adams & Westlake Co., 1109 North Michigan, Elkhart, Indiana.

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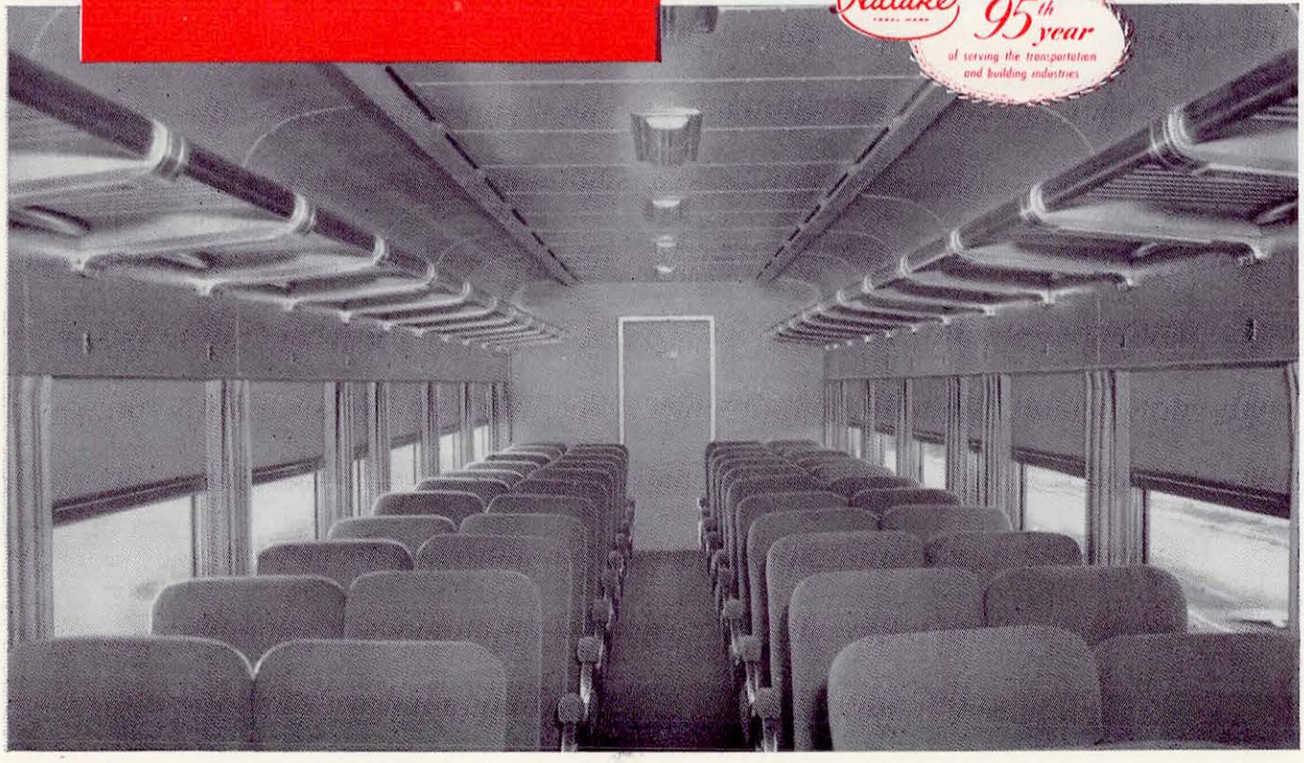
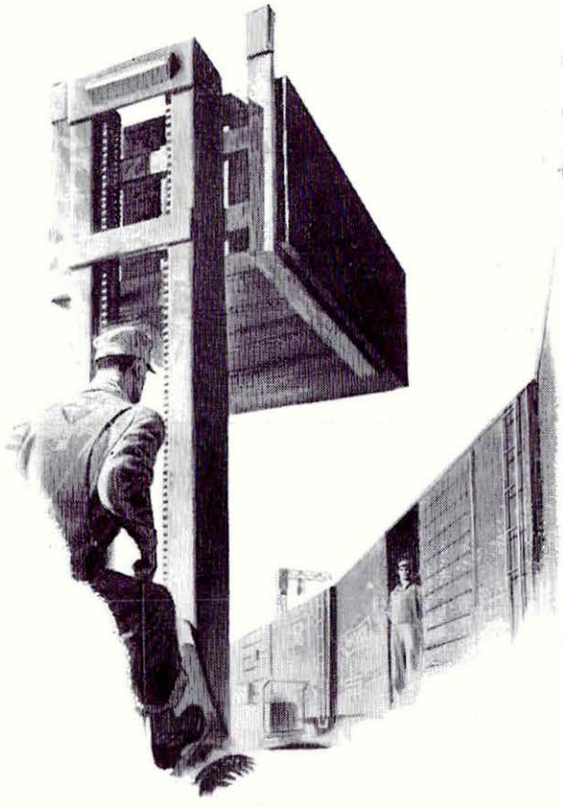


ARSENAL OF DEMOCRACY

the South Sets the Pace in HANDLING THE NATION'S FREIGHT



40% of America's freight tonnage in 1950 originated in the South!

Freight car loadings are the barometers of business—and the tremendous amount of freight originating in the South is proof positive of the booming business activity—the increasing prosperity of today's New South.

From the farms and factories of the South in 1950 came an amazing tonnage of freight—an estimated *521,000,000 tons.* That's *40%* of the freight cars loaded in the United States!

With business on the march everywhere in the South... with giant strides in industry, agriculture and commerce... the South is playing a major role in world affairs. It is setting the pace for the nation in making America the arsenal of democracy for a free world.

N C & St L ***Helping the South Serve By Providing Better Service for the South!***

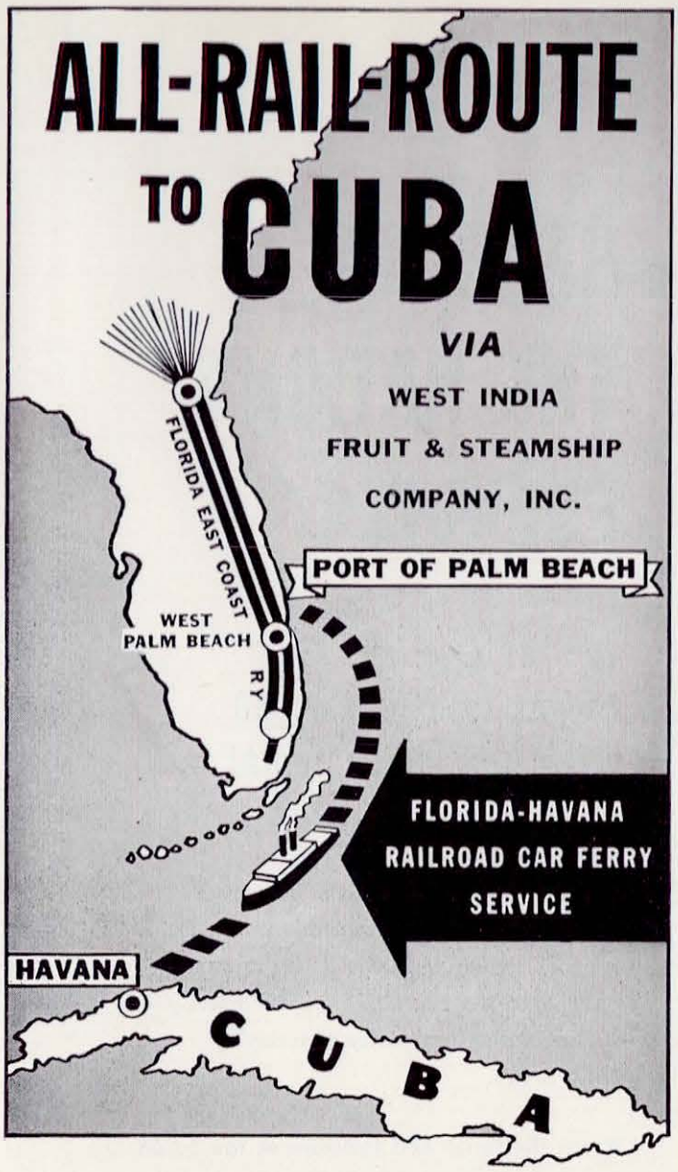
As a carrier of the nation's freight, the NC&StL is setting the pace, too, in faster, better service by a constant expansion of freight and passenger facilities. Since 1940 NC&StL has spent nearly *53 million dollars* on roadway and equipment improvements. That's dollars spent to help the South earn more dollars!

N.C.&St.L. THE NASHVILLE, CHATTANOOGA & ST. LOUIS RY.

ALL-RAIL ROUTE TO CUBA

VIA

WEST INDIA FRUIT & STEAMSHIP COMPANY, INC.



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125TH ANNUAL REPORT OF THE BALTIMORE AND OHIO RAILROAD CO.

HIGHLIGHTS OF THE YEAR 1951

Because of heavy traffic and increases in freight rates, the Baltimore and Ohio Railroad's total income for 1951 was 11.87% above 1950.

But expenditures increased 11.28% at the same time.

Net railway operating income in 1951 represented a return of only 3.57% on net investment in transportation facilities.

Increased operating efficiency enabled the railroad to reduce freight train miles by 2.11%, although freight-ton miles handled increased by 10.1%.

Tax accruals for the year totaled $35,669,276—the equivalent of total revenue from all transportation services for 29 days.

More than $36,360,000 was invested in improvements and new equipment in the year.

Average employment throughout the year was 57,932 persons, an increase of 8.1% over 1950. Annual wages and payroll taxes per employee in 1951 were $4,254—up $271 from 1950.

STATISTICAL SUMMARY

Income

	Year 1951	Increase over 1950
From transportation of freight, passengers, mail and express	$432,535,559	$44,898,210
From other sources—interest, dividends, rents, etc.	27,500,317	3,909,113
Total income	$460,035,876	$48,807,323

Expenditures

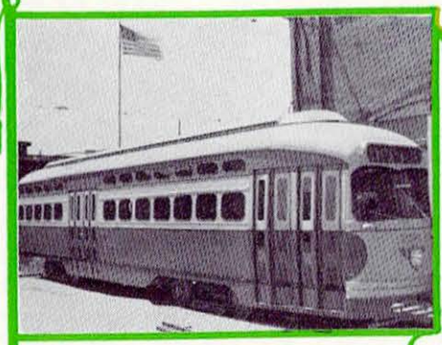
Payrolls, materials, fuel, services and taxes	$401,997,398	$41,446,748
Interest, rents and miscellaneous services	38,886,770	3,245,947
Total expenditures	$440,884,168	$44,692,695

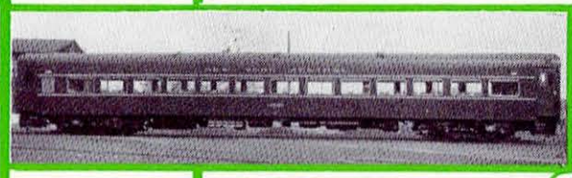
Net Income

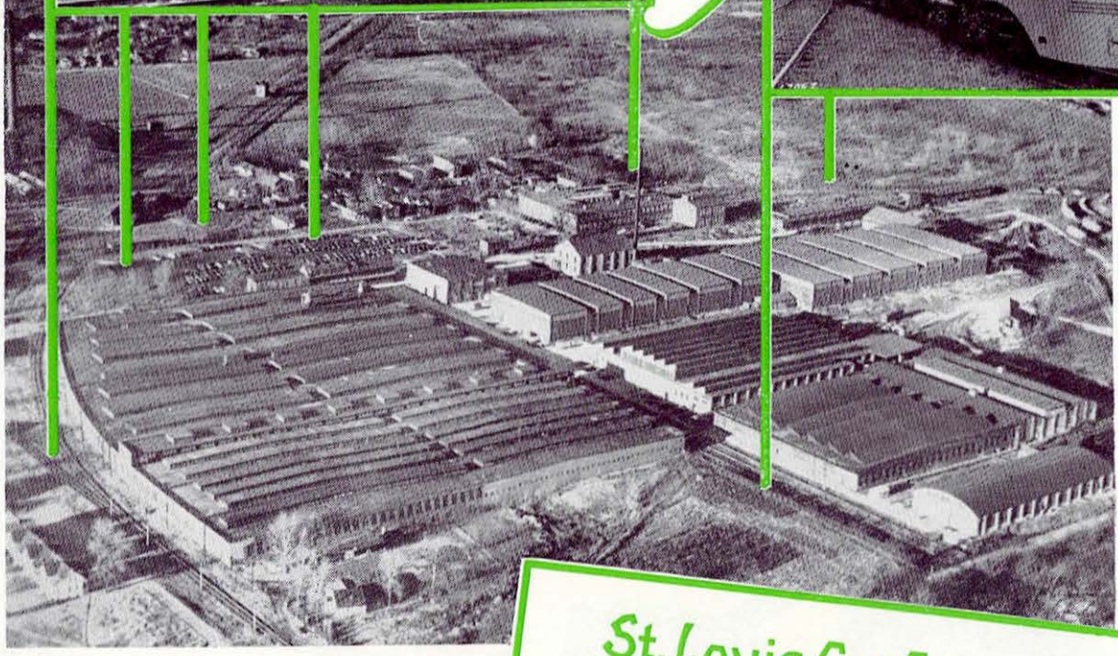
For improvements, sinking funds, and other purposes	$19,151,708	$4,114,628

R. B. WHITE, President

Celebrating 65 years as builders of Quality Cars for Railroads







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St. Louis Car Company
St. Louis, Mo.

JERSEY CENTRAL LINES
Promote Perfect Shipping

WE, ON THE JERSEY CENTRAL, compliment the Shippers Advisory Boards on promoting the 16th consecutive annual program to minimize loss and damage to freight in transit and to protect America's production. Promotion of safe transportation and the attainment of the Perfect Shipping Goal are daily activities on the Jersey Central Lines. In 1951, the Jersey Central Lines' loss and damage freight payments amounted to six-tenths of 1¢ per $1.00 of freight revenue. Everyone on the Jersey Central Lines is aboard the 1952 perfect shipping campaign special. We pledge that we will continue to handle shipments with utmost care. With the cooperation of the shippers we are teaming up to do the best possible perfect shipping job.

H. P. KLINSMAN
Freight Claim Agent

FREIGHT CLAIM PREVENTION on the Jersey Central Lines is under the direction of Mr. H. P. Klinsman, Freight Claim Agent. Mr. Klinsman has been in the railroad industry for 42 years — all with the Jersey Central.

He has worked in the Traffic Department on tariffs and rates and also held other positions having to do with the movement of freight finally joining the Freight Claim Department. In 1942 he was appointed Freight Claim Agent.

JERSEY CENTRAL LINES — ***The BIG Little Railroad***

Opportune Locations Along the *Bay Line*

Ideally situated in the fast-expanding Southeast, BAY LINE territory in Alabama and Florida offers many attractive industrial advantages. In Panama City, for instance, highly desirable acreage is available with frontages of approximately a mile on deep water. Served by fast, coordinated rail service, many industries, both large and small, have advantageously located along the strategic 82-mi. BAY LINE. *Write for complete information.*

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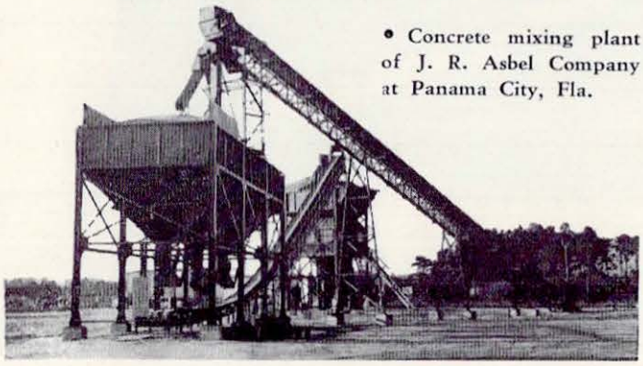
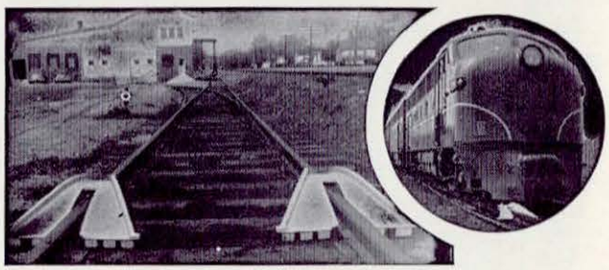
Atlanta & Saint Andrew's Bay Ry. Co., Dothan, Ala.



• Concrete mixing plant of J. R. Asbel Company at Panama City, Fla.

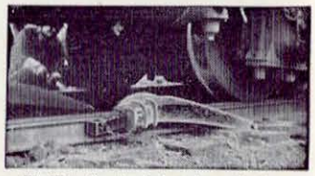
NOLAN RERAILERS



will rerail any type or size of locomotive or car in record time!

● Your biggest Diesel or smallest yard car can be put back on the tracks in record time . . . easily, safely, surely . . . with Nolan Rerailers. Patented, scientifically designed Nolan features put derailed rolling stock back into productive service at low cost. Thousands in use by railroad operators all over the world. Recommended by Safety Inspectors and Engineers. Built of special high-carbon steel for rugged service.

How Nolan Rerailers Work. Nolan Rerailers are used in pairs, and will retrack wheels from either or both sides of rail at same time. Each Rerailer straddles the rail, with the narrow end on top of the rail. The derailed wheel comes up the gradual slope, and is forced back on to the rail by the guiding grooves and ridges. Can be used anywhere on the track.



The Nolan Rerailer is the only one that has a self contained lock.

Size of Rerailer	*For Use on Rails as Follows*	*Locomotive or Car Capacity*
No. 2	16 lbs. to 40 lbs.	10 tons
No. 3	30 lbs. to 60 lbs.	15 tons
No. 3½	40 lbs. to 70 lbs.	20 tons
No. 4	50 lbs. to 75 lbs.	40 tons
No. 5	70 lbs. to 100 lbs.	100 tons
No. 5½	85 lbs. to 133 lbs.	200 tons
No. 5¾	85 lbs. to 155 lbs.	275 tons
No. 6	85 lbs. to 155 lbs.	300 tons

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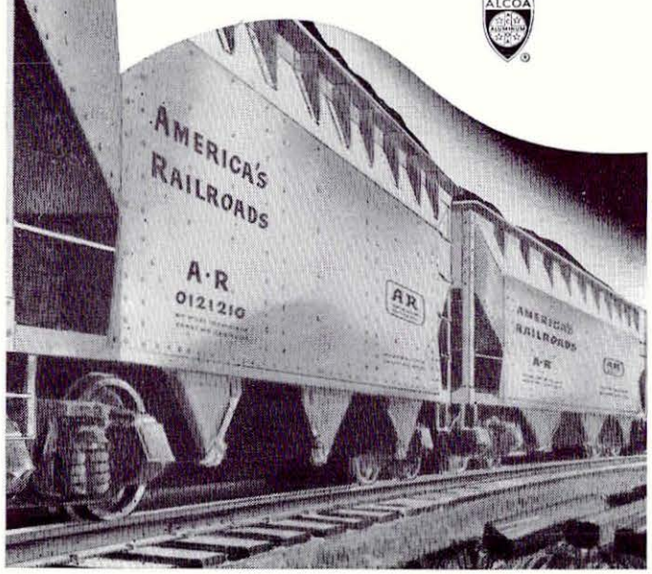
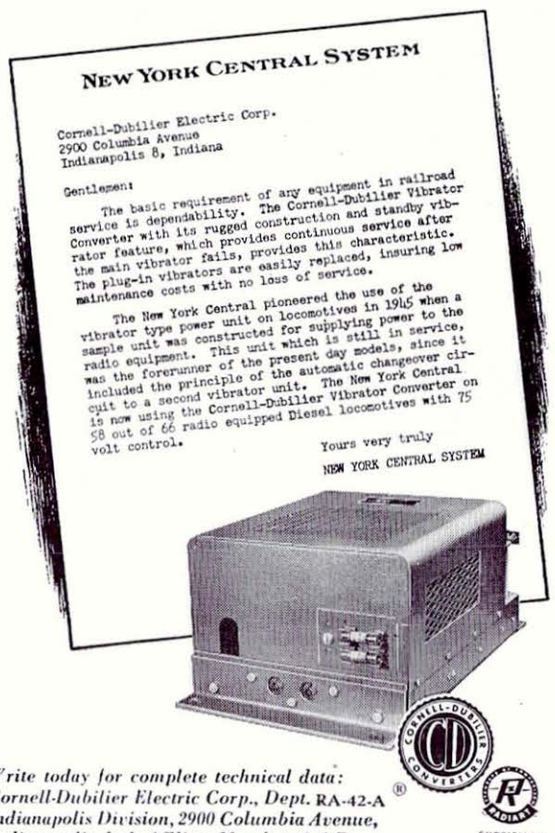


"The New York Central is now using the Cornell-Dubilier vibrator converter

ON 58 OUT OF 66 RADIO EQUIPPED DIESEL LOCOMOTIVES WITH 75 VOLT CONTROL"



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Cornell-Dubilier Electric Corp.
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The New York Central pioneered the use of the vibrator type power unit on locomotives in 1945 when a sample unit was constructed for supplying power to the radio equipment. This unit which is still in service, was the forerunner of the present day models, since it included the principle of the automatic changeover circuit to a second vibrator unit. The New York Central is now using the Cornell-Dubilier Vibrator Converter on 58 out of 66 radio equipped Diesel locomotives with 75 volt control.

Yours very truly
NEW YORK CENTRAL SYSTEM

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Each car is put into first class operating condition in Chicago Freight Car's own shop to assure long, trouble-free service.

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Cubic capacity 1552

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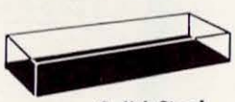

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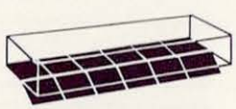

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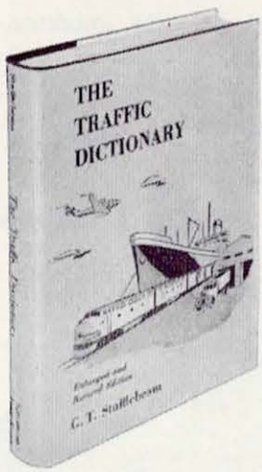

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Manager, Transportation Research, Remington-Rand

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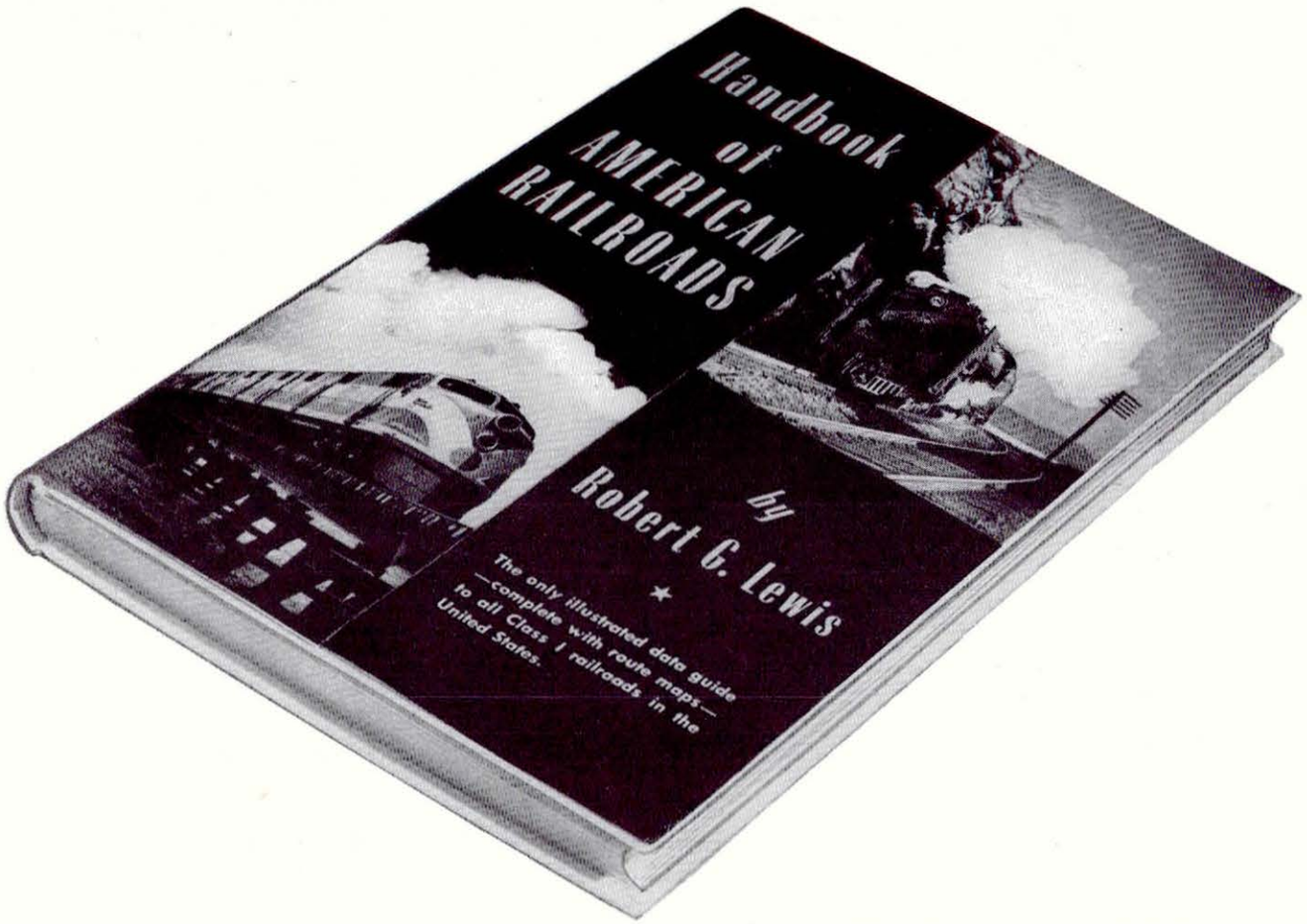
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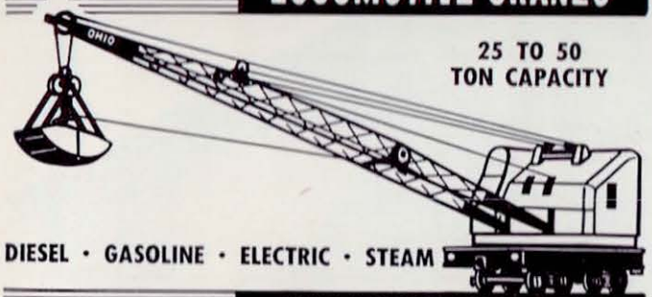

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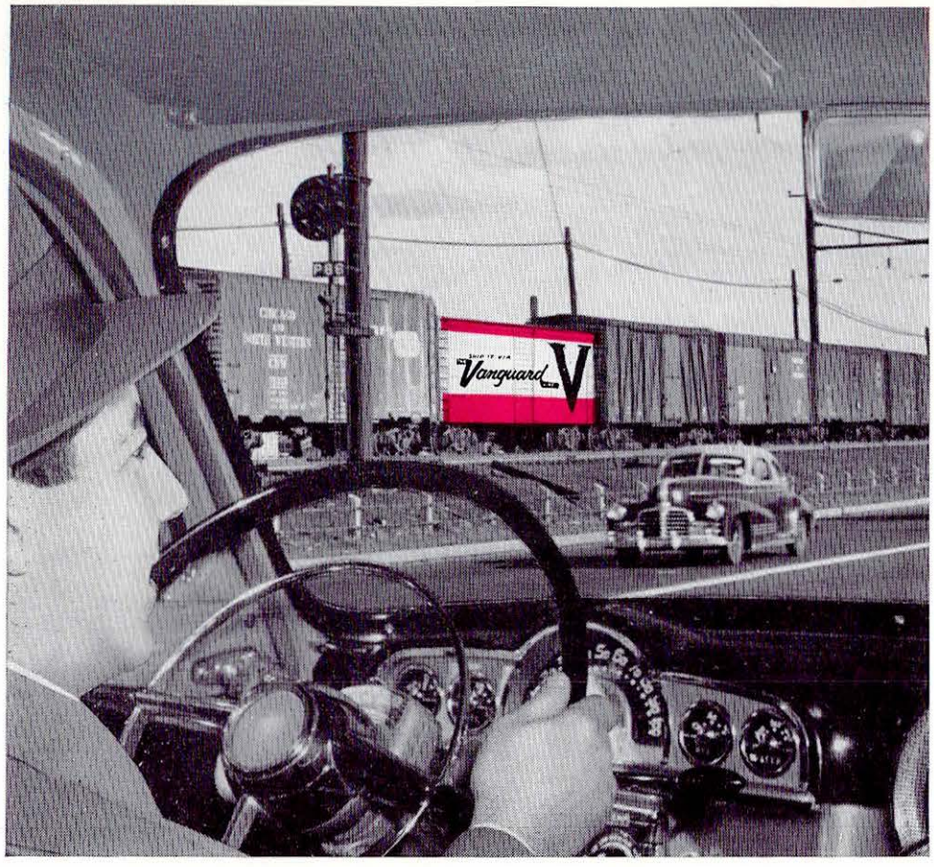

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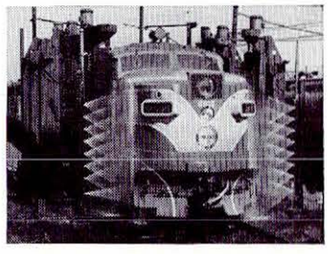

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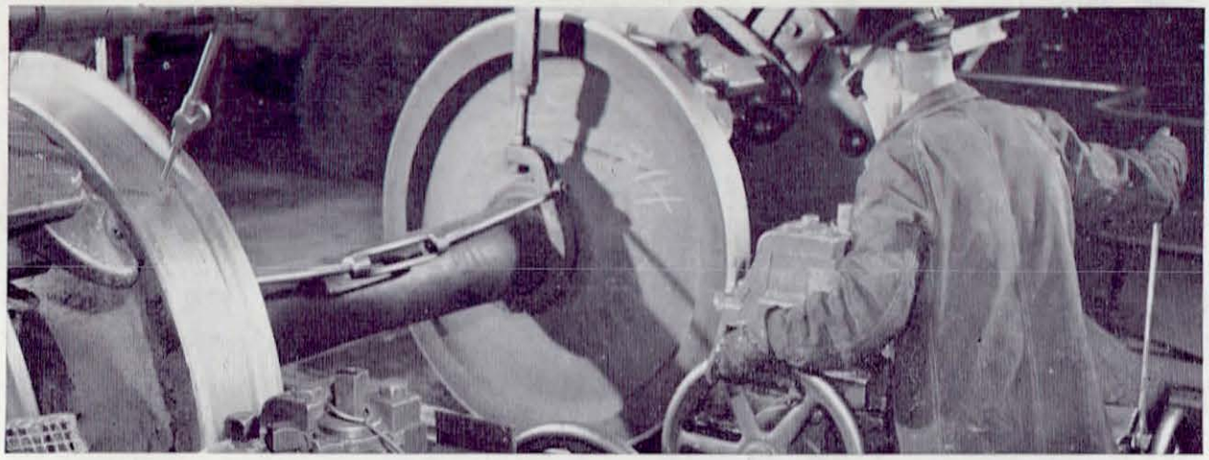
Both *The Coast Daylight* and *The City of San Francisco* are DULUX-finished examples of the faith railroad men have in Du Pont Railroad Finishes.



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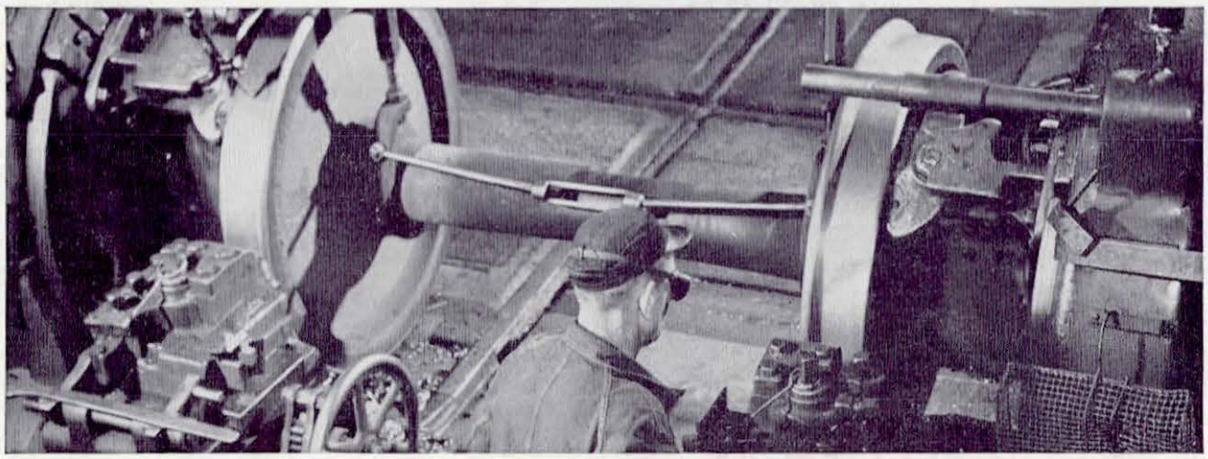

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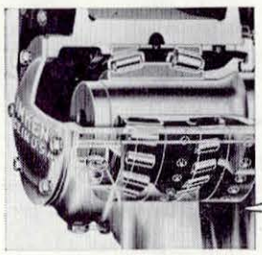

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